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FY 1993-94

FTA PROGRAM OF PROJECTS

IN THE NINE-COUNTY SAN FRANCISCO BAY AREA
SECTION 9
SECTION 3-FIXED GUIDEWAY
SECTION 3-BUS
AND STP-CMAQ TRANSIT FUNDS

DRAFT

DEADLINE FOR COMMENTS:
FRIDAY, SEPTEMBER 3, 1993, 5PM

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REF
388.4097
C12679u
1993/94

TROPOLITAN TRANSPORTATION COMMISSION
P. BORT METROCENTER · 101 EIGHTH STREET · OAKLAND, CA 94607-4700 · 510/464-7700 · TDD/TTY: 510/464-7769

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FEDERAL TRANSIT ADMINISTRATION
FY 1993–94 PROGRAM OF PROJECTS
FOR SECTION 9, SECTION 3 FIXED GUIDEWAY, SECTION 3 BUS, AND STP-CMAQ FUNDS
WITHIN THE NINE-COUNTY SAN FRANCISCO BAY AREA

PREPARED AND PUBLISHED BY:

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ACKNOWLEDGEMENT

MTC WISHES TO THANK THE TRANSIT OPERATORS LISTED BELOW FOR THEIR ASSISTANCE AND COOPERATION IN DEVELOPING THIS **PROGRAM OF PROJECTS.** THEY WILL BE RESPONSIBLE FOR ITS SUCCESSFUL IMPLEMENTATION.

SAN FRANCISCO/OAKLAND URBANIZED AREA
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRAIN)
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
GOLDEN GATE BRIDGE, HIGHWAY & TRANSPORTATION DISTRICT
LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY
SAN FRANCISCO MUNICIPAL RAILWAY
SAN MATEO COUNTY TRANSIT DISTRICT
CITY OF VALLEJO
WESTERN CONTRA COSTA TRANSIT AUTHORITY

SAN JOSE URBANIZED AREA
CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRAIN)
SANTA CLARA COUNTY TRANSIT DISTRICT

ANTIOCH/PITTSBURG URBANIZED AREA

FAIRFIELD URBANIZED AREA
CITY OF FAIRFIELD

NAPA URBANIZED AREA
CITY OF NAPA

SANTA ROSA URBANIZED AREA
CITY OF SANTA ROSA
COUNTY OF SONOMA

VACAVILLE URBANIZED AREA

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FY 1993-94
FTA Program of Projects
In the Nine-County San Francisco Bay Area
for Section 9, Section 3 Fixed Guideway,
Section 3 Bus, and STP-CMAQ Transit Funds

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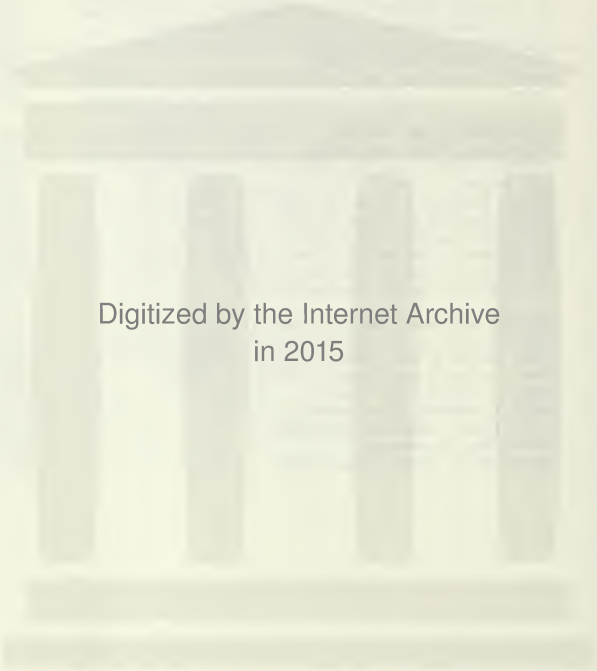

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Federal Transit Act
FY 1993-94 Program of Projects
Of All Urbanized Areas in the San Francisco Bay Area
For Section 9, Section 3 Fixed Guideway, Section 3 Bus, Surface Transportation Program, and Congestion Mitigation-Air Quality Funds

Introduction

The FY 1993-94 Program of Projects (POP) is the region's spending plan for Federal formula funds for transit projects. The Federal formula funds programmed in the POP are Section 9 funds, Section 3 Fixed Guideway funds, Surface Transportation Program (STP) funds, and Congestion Mitigation - Air Quality (CMAQ) funds. FY 1994 Section 3 Bus projects are also included in the FY 1993-94 POP because it is uncertain at this time whether FY 1994 Section 3 Bus Discretionary funds will be appropriated for these projects. If such funds are not appropriated, these Section 3 Bus projects will be reevaluated and programmed in the FY 1994 Section 9 program, as appropriate.

The formula funds are apportioned to the region like a block grant. The Federal transportation program Reauthorization in 1982 established this block grant program, and the Reauthorization in 1987 continued the block grant program. The most recent Transportation Reauthorization of 1991, the Intermodal Surface Transportation and Efficiency Act (ISTEA), expanded the formula programs eligible to transit projects. The ISTEA created the STP and CMAQ categories, which are open to projects of various modes including transit. In addition to maintaining the Section 9 program as a formula program, the ISTEA also changed the previously discretionary Section 3 Rail Modernization Program to the formula-driven Section 3 Fixed Guideway program. Transit projects programmed in FY 1993-94 for STP, CMAQ, and Section 3 Fixed Guideway funding must now also be contained in the POP with the Section 9 program.

The designated recipient of federal formula funds is required by federal statute to develop a POP, or Program of Projects. The Metropolitan Transportation Commission (MTC) is the transportation planning agency in the nine-county San Francisco Bay Area. MTC is the designated recipient for regional STP and CMAQ funds, Section 3 Fixed Guideway funds, and Section 9 funds in the San Francisco - Oakland and San Jose urbanized areas. By agreement, MTC acts on behalf of the designated recipient (the Governor of the State of California) of Section 9 funds for the five smaller urbanized areas in the region. Thus, MTC has developed this POP for all transit projects in the region, and has done so in cooperation with the affected transit agencies.

Projects included in the POP are programmed to maintain or improve transit services within the region. Projects include the purchase of replacement buses and equipment, the construction of new facilities, the addition of projects to benefit disabled patrons, and other capital projects planned to improve the capacity, reliability, and safety of the region's public transportation systems.

Process

Each year, the MTC adopts the Transit Capital Priorities Process and Criteria. The process and criteria are the rules, criteria and schedule for developing the region's transit capital priorities. As defined in the process and criteria, the priority setting process is a cooperative evaluation of projects by MTC and the individual transit operators. The result of this evaluation is a ranking that establishes a regional program constrained by anticipated resources.

As a first step in the process, operators submit capital requests to MTC. These operator requests are developed through the ongoing short range transit planning work done by the operators. FTA regulations require that public transit agencies review proposed capital improvement programs with private providers of public transportation services.

MTC staff, in cooperation with agency staff, evaluate and score all new projects using the appropriate rules from the adopted criteria.

Next, projects are adopted in the Transit Capital Priorities and are then included in the Transit Element of the federal Transportation Improvement Program (TIP) by year, over the period, to indicate what funding will be requested from the federal funding agencies for transit improvement.

After the TIP is assembled, the POP is developed for all Annual Element (first year) capital projects and operating assistance for which formula funds will be requested. These Annual Element projects are shown by operator.

Once MTC, as the metropolitan planning organization (MPO) for the region, has endorsed both the TIP Transit Element and the Program of Projects, it can review transit operator applications for the Section 9 funds. Those applications for programs of projects which are found consistent with the Regional Transportation Plan (RTP) can then be forwarded to the funding agencies for grant approval.

The Program of Projects is based on an estimated federal appropriation for the formula funds for FY 1993-94, plus any carryover of prior year funds. In the event that actual appropriations are lower than what MTC has estimated, the formula fund programs will be subject to reevaluation. Cutbacks may reduce the funding for some projects and eliminate others from the program.

The distribution of Section 9 funds for operating purposes is based on the most recent operating limits and Section 9 factors. If the FY 1993-94 apportionment update the factors, the distribution will be adjusted accordingly.

Program Description

This Program of Projects includes projects to be implemented by: the Alameda-Contra Costa Transit District (AC Transit); the San Francisco Bay Area Rapid Transit District (BART); the California Department of Transportation (Caltrans); the Central Contra Costa Transit Authority (CCCTA); the Golden Gate Bridge, Highway & Transportation District (GGBHTD); the Livermore Amador Valley Transit Authority (LAVTA); the San Francisco Municipal Railway

(SF Muni); the San Mateo County Transit District (SamTrans); the Santa Clara County Transit District (SCCTD); the Cities of Santa Rosa, Napa, Vallejo, Vacaville, and Fairfield, the County of Sonoma, and Western Contra Costa County Transit Authority (WESTCAT).

The projects are listed by transit operator for each urbanized area. Information about these projects has been furnished to private transportation providers.

The Project Justification Worksheets for each project provide the following detailed information:

- the name of the implementing transit agency
- the project name
- the project description, including the nature of the project and the amount and kind of equipment to be purchased, or the location and extent of construction or rehabilitation
- a project class code identifying the capital items involved in standard nomenclature
- references to the location of the project in the operator's latest Short Range Transit Plan (SRTP) and MTC's Transportation Improvement Program (TIP)
- the proposed funding for the project, showing sources and amounts of federal funds and required local match
- any prior UMTA funding, with both sources and amounts
- the type and status of any environmental assessment
- a private sector participation compliance checklist
- the planning justification for the project

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FY 1993–94 SECTION 9 PROGRAM OF PROJECTS

SAN FRANCISCO/OAKLAND URBANIZED AREA

Section 9 Funds Available:

FY 1993-94 Apportionment (Estimate):	*$110,598,000*	**
FY 1992-93 Carryover Funds:	*$0*	
Total:	*$110,598,000*	

Section 9 Funds Programmed:

Program of Projects Operating Assistance		Section 9 Federal Share	*Cumulative Federal Share*
	AC Transit	$6,401,890	
	BART	$0	
	CalTrain	$716,477	
	CCCTA	$1,605,404	
	GGBHTD	$1,567,832	
	LAVTA	$554,311	
	MUNI	$7,065,199	
	SamTrans	$1,383,092	
	Vallejo	$873,257	
			$20,167,462

Program of Projects Capital Projects		Score	Section 9 Federal Share	*Cumulative Federal Share*	Proposed State Share	Proposed Local Share	Total Project Cost
MTC							
MTC01	Caltrain FEIS Completion (SF)	Commit.	$367,200	*$20,534,662*		$91,800	$459,000
AC Transit							
AC01	Repl Buses - 64 sml, 5 std	14	$14,497,598			$3,624,400	$18,121,998
AC06(93)	Transit Centers Devl	10	$3,192,000		$399,000	$399,000	$3,990,000
AC07	Repl Radio System	10	$2,721,089			$680,272	$3,401,361
AC05	Repl Fare Collection (Translink)	10	$3,500,000			$875,000	$4,375,000
AC10	Repl/Upgr Data Proc.	10	$400,000			$100,000	$500,000
AC02	Service Vehicles	9	$191,517			$47,879	$239,396
AC03	Facilities-Equip Upgr	9	$232,552			$58,138	$290,690
			$24,734,756	*$45,269,418*	$399,000	$5,784,689	$30,918,445

** The amount programmed in the FY 1994 portion of the Capital Priorities List will be adjusted to reflect FY 1994 apportionments and the re-evaluation of §3 Bus projects if FY1994 §3 Bus funds are not forthcoming.

		Score	Section 9 Federal Share	*Cumulative Federal Share*	Proposed State Share	Proposed Local Share	Total Project Cost
BART							
BA	ADA:Signage	13	$423,000		$23,500	$23,500	$470,000
BA25(93)	St. & Gdwy Rehab.	9	$2,841,495			$710,374	$3,551,869
BA41	Rail Replacement	9	$3,060,885		$382,611	$382,611	$3,826,106
BA42	System Rehabilitation	8	$3,750,000		$468,750	$468,750	$4,687,500
			$10,075,380	*$55,344,798*	$874,861	$1,585,234	$12,535,475
CCCTA							
CC05	30 STD Repl Buses	14	$6,666,420			$1,602,330	$8,268,750
CC08	MIS Replacement	9	$464,449			$116,112	$580,561
CC17	Repl. Non-Rev. Veh (5)	9	$46,758			$11,690	$58,448
			$7,177,627	*$62,522,425*	$0	$1,730,132	$8,907,759
CalTrain							
CT03	Key Stn Access (SF)	13	$3,121,200		$780,300		$3,901,500
CT06	Track Rehab (SF)	13	$4,590,000		$573,750	$573,750	$5,737,500
			$7,711,200	*$70,233,625*	$1,354,050	$573,750	$9,639,000
GGBHTD							
GG	Larkspur Ferry	Commit.	$3,443,411			$860,853	$4,304,264
GG01	Repl Buses (34)	14	$8,999,222			$2,176,918	$11,176,140
			$12,442,633	*$82,676,258*	$0	$3,037,771	$15,480,404
MUNI							
MU19	Metro Access Improvement	14	$960,000		$53,333	$53,333	$1,066,667
MU25	ATCS	14	$14,000,000		$1,750,000	$1,750,000	$18,700,000
MU19	Metro Access Improvement	13	$40,000		$2,222	$2,222	$44,444
MU3	MAN Artic. Rehab.	13	$900,000		$112,500	$112,500	$1,125,000
MU19	Metro Access Improvement	9	$772,800		$42,933	$42,933	$858,667
MU25	ATCS	9	3,200,000		$400,000	$400,000	4,000,000
MU3	MAN Artic. Rehab.	9	$600,000		$75,000	$75,000	$750,000
MU35	Cable Car Rehab.	9	$179,400		$22,425	$22,425	$224,250
MU45	LRV Modifications	9	$2,247,800		$280,975	$280,975	$2,809,750
			$22,900,000	*$105,576,258*	$2,739,389	$2,739,389	$29,578,778
Vallejo							
VL07	Bus Repl 14 STD Veh	14	$3,110,996			$747,754	$3,858,750
VL07	Bus Repl 5 STD Veh	13	$1,111,070			$267,055	$1,378,125
			$4,222,066	*$109,798,324*		$1,014,809	$5,236,875

SAN JOSE URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: Metropolitan Transportation Commission

Section 9 Funds Available:

FY 1993-94 Apportionment (Estimate):		*$110,598,000*
FY 1992-93 Carryover Funds:		*$0*
	Total:	*$110,598,000*

FY 1993-94

Program of Projects Capital Projects		Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
MTC						
MTC01	Caltrain FEIS Completion (SF)	Commit.	$367,200		$91,800	$459,000
	TOTAL GRANTEE PROGRAM:		$367,200			

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93-94
of MTC's Transit Capital Priorities

1. OPERATOR: Metropolitan Transportation Commission

2. PROJECT NAME: Caltrain Final Environmental Impact Statement (FEIS)

3. PROJECT DESCRIPTION: Complete FEIS

4. PROJECT CLASS: Long Range Planning

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $600,000 SOURCE: FTA Section 9
(SJ: $232,800) (SF: $367,200)

7. PROPOSED STATE FUNDING (%): SOURCE:

PROPOSED LOCAL MATCH (20%): $150,000 SOURCE: Operator Funds
(SJ: $58,200) (SF: $91,800)

8. TOTAL PROJECT COST: $750,000

9. PRIOR FTA FUNDING:

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: N/A
CEQA STATUS: N/A

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference __N/A_____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__X___ No. _____ Yes: SRTP Page Reference ___N/A____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

These funds will be used to complete the EIS for the Caltrain Downtown Terminal Relocation Study once a fundable set of systemwide Caltrain improvements and a Downtown-San Francisco connection have been identified by MTC and the JPB. The work will involve adding to the EIS, as appropriate, to address the locally preferred alternatives that will be carried forward into preliminary engineering.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Caltrain Final Environmental Impact Statement (EIS)
Operator: Metropolitan Transportation Commission
Date: 7/16/93

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 94 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Complete EIS	----------X			
TASK 2:				
TASK 3:				

EXPENDITURE PLAN (000$):	FY 1994	FY	FY	FY
FTA SEC. 9	$600,000			
FTA SEC. 3				
FAU/FAI				
OTHER FED.				
STATE TP&D				
ARTICLE XIX				
PROP 108 BOND				
PROP 116 BOND				
FCR				
STAT/LCL PART				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL FUNDS	$150,000			
SPECIFY:				
TOTAL FUNDS	$750,000			

SAN FRANCISCO / OAKLAND URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Section 9 Funds Available:

FY 1993-94 Apportionment (Estimate):	*$110,598,000*
FY 1992-93 Carryover Funds:	*$0*
Total:	*$110,598,000*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1993-94 Net Project Cost
	AC Transit	$6,401,890	$96,019,000	$102,420,890

Program of Projects Capital Projects			Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
AC Transit							
AC01	Repl Buses - 64 sml, 5 std	$0	14	$14,497,598		$3,624,400	$18,121,998
AC06(93)	Transit Centers Devl	$0	10	$3,192,000	$399,000	$399,000	$3,990,000
AC07	Repl Radio System	$0	10	$2,721,089		$680,272	$3,401,361
AC05	Repl Fare Collection (Translink)	$0	10	$3,500,000		$875,000	$4,375,000
AC10	Repl/Upgr Data Proc.	$0	10	$400,000		$100,000	$500,000
AC02	Service Vehicles	$0	9	$191,517		$47,879	$239,396
AC03	Facilities-Equip Upgr	$0	9	$232,552		$58,138	$290,690
				$24,734,756	$399,000	$5,784,689	$30,918,445
	TOTAL GRANTEE PROGRAM:			$31,136,646			

March 1, 1993

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93 - 94
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: AC1 - Replacement Buses

3. PROJECT DESCRIPTION: Purchase 64 30 Ft. and 5 Standard Sized Replacement Vehicles

4. PROJECT CLASS: (1) New or Used Vehicles

5. SRTP PAGE REFERENCE: 56 thru 60 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $14,497,598 FTA Section 9

7. PROPOSED LOCAL MATCH: (20 %) $ 3,624,400 Toll Bridge Revenue

8. TOTAL PROJECT COST: $18,121,998

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c) (17)
CEQA STATUS: 14 Cal Admin. Code, Section 15302

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR NO. 7005.1):
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project as set forth by your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference Appendix E*

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

If proper references to the above questions are not contained in the SRTP, please elaborate under a separate heading as part of "12. PLANNING JUSTIFICATION" below.

12. PLANNING JUSTIFICATION:

Private Sector

*The Private Sector will be invited to comment on the above project at a public hearing held each year in conjunction with other regional transit operators and coordinated by the Metropolitan Transportation Commission. This public hearing is not referenced in our SRTP. Notification of this hearing is via newspaper ads and through a mailing to private sector providers.

The District's ongoing Revenue Vehicle Replacement Program prescribes the replacement of buses and smaller revenue vehicles that have exceeded their useful life. Smaller revenue vehicles are normally 28 feet long or less, on a modified automobile or truck chassis, and gas powered. The Program establishes an acceptable bus life of 12 years and an acceptable smaller revenue vehicle life of 4 years. These vehicle lives conform with the Federal Transportation Administration's (FTA) and Region's established revenue vehicle life spans. The District's program identifies those revenue vehicles in need of replacement each year. The SRTP presents current status and future replacement needs and establishes an even replacement program using the established life spans.

The District is proposing purchase of 64 30 Ft. and 5 Standard sized replacement buses for this project year, FY 93-94, for an estimated cost of $18,121,998

The revenue vehicles to be replaced annually have exceeded the 12-year standard and have a documented history of maintenance malfunctions. The maintenance history of the revenue vehicles are reviewed annually to determine which vehicles should be replaced.

AC is in the process of reviewing its Revenue Vehicle Replacement Program as a result of implementation of its Comprehensive Service Plan (CSP) and community requests. The Board is expected to approve a policy in FY 1993 regarding the Revenue Vehicle Replacement Program. Air Quality and Americans with Disabilities Act issues will also affect this replacement program as the District's options become further defined.

The District's peak fleet requirements will increase as the Comprehensive Service Plan is implemented. Changes to the configuration of the fleet will increase the number of revenue vehicles in operation, but

because the new revenue vehicles will be smaller, they will not exceed the total fleet capacity now in place.

The attached Bus Replacement List will be updated and submitted annually with the District's Section 9 application. This schedule conforms to FTA requirements and spare ratios.

A. Continuation of Prior Commitment

1. This project is not a continuation of a funded multi-year project. However, purchasing replacement buses is an ongoing annual project that the operator continues to assign high priority.

B. Project Merit

1. This project will directly benefit the passengers as it will enable the District to maintain a fleet of buses that is safe, reliable and comfortable.

2. This project will directly produce benefits to system productivity and efficiency as the units replaced each year will be those that have shown themselves to be the most costly of the fleet to maintain at an appropriate service level.

3. This project addresses significant regional goals or policies as the new buses will be equipped to comply with ADA and Air Quality requirements. The equipment being replaced does not meet ADA or recent Air Quality requirements

4. This project will involve the replacement of revenue buses for maintaining existing service according to a planned replacement program as previously noted.

Date: March 1, 1993
Project: AC1 - REPLACEMENT BUSES
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 93-94
Initial Clearances Required:

IMPLEMENTATION SCHEDULE:	FY 93-94 Q1 Q2 Q3 Q4	FY 94-95 Q1 Q2 Q3 Q4	FY 95-96 Q1 Q2 Q3 Q4	FY 96-97 Q1 Q2 Q3 Q4	FY 97-98 Q1 Q2 Q3 Q4
TASK 1:APPROV. PURCH. COM.	XXO				
TASK 2: DEVELOP SPECS.	XXXXO				
TASK 3: BOARD APPROVAL	XXO				
TASK 4: BID PROCESS	XXXXXO				
TASK 5: DELIV. PROCESS		XXXXXXXXO			
TASK 6:SERV. PREPARATION		XO			
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 93-94	FY 94-95	FY 95-96	FY 96-97	FY 97-98
UMTA SEC. 9	$14,497,598				
UMTA SEC. 3					
OTHER FED.					
LOCAL FUNDS SOURCE: BT	$3,624,400				
TOTAL FUNDS	$18,121,998				

AC Transit FY 93/94
Captial Improvement Program

REVENUE VEHICLE REPLACEMENT SCHEDULE

Year	Model	Bus No.	Fleet 6/92	TIP 91/92	Fleet 6/93	TIP 92/93	Fleet 6/94	TIP 93/94	Fleet 6/95	TIP 94/95	Fleet 6/96	TIP 95/96	Fleet 6/97
				X468		X542							
1963	GMC	311	0	---	0	---	0	---	0	---	0	---	0
1965	GMC Cutdowns	700-708	0	---	0	---	0	---	0	---	0	---	0
1972	GMC	909-965	0	---	0	---	0	---	0	---	0	---	0
1973	GMC	830-864	0	---	0	---	0	---	0	---	0	---	0
1975	Flexibles	182-299	0	---	0	---	0	---	0	---	0	---	0
1975	Flexibles	182-299	0	---	0	---	0	---	0	---	0	---	0
1978	MAN Artics	1600-1629	0	---	0	---	0	---	0	---	0	---	0
1980	Flyer 40'	1003-1169	104	60	44	44	0	---	0	---	0	---	0
1980	Flyer 35'	2001-2019	16	0	16	9	7	7	0	---	0	---	0
1982	Gillig 40'	1300-1390	87	0	87	0	87	17	70	19	51	30	21
1982	Gillig 35'	2049-2099	50	0	50	0	50	45	5	5	0	---	0
1982	Neoplan 40'	1200-1260	59	0	59	0	59	0	59	8	51	27	24
1983	Crn-Ik Artics	1700-1714	10	0	10	0	10	0	10	10	0	---	0
1983	MAN Artics	1630-1644	14	0	14	0	14	0	14	14	0	---	0
1984	Gillig 40'	1400-1549	132	0	132	0	132	0	132	0	132	0	132
1988	Flyer 35'	2400-2428	29	0	29	0	29	0	29	0	29	0	29
1988	Flyer 40'	2500-2526	27	0	27	0	27	0	27	0	27	0	27
1989	Flyer 40'	2527-2578	52	0	52	0	52	0	52	0	52	0	52
1989	Flyer Artics	1645-1674	30	0	30	0	30	0	30	0	30	0	30
1990	Nat'l 24 Pscr	9001-9015	15	0	15	0	15	0	15	15	0	---	0
1990	Champ 24 Pscr	9101-9110	10	0	10	0	10	0	10	10	0	---	0
1990	Gillig 40'	2601-2652	52	0	52	0	52	0	52	0	52	0	52
1991	Gillig 30'	2701-2762	62	0	62	0	62	0	62	0	62	0	62
1992	Champ 24 Pscr	9111-9116	6	0	6	0	6	0	6	0	6	6	0
1993	Standard	X468			60	0	60	0	60	0	60	0	60
1994	Artics	X542					30	0	30	0	30	0	30
1994	Standard	X542					23	0	23	0	23	0	23
1995	Standard	FY93/94							5	0	5	0	5
1995	30'	FY93/94							64	0	64	0	64
1996	Standard	FY94/95									42	0	42
1996	24 Pscr	FY94/95									25	0	25
1996	30'	FY94/95									14	0	14
1997	24 Pscr	FY95/96											6
1997	Standard	FY95/96											57
1998	Standard	FY96/97											
1999	Standard	FY97/98											
2000	Standard	FY98/99											
2001	24 Pscr	FY99/00											
2001	Standard	FY99/00											
2002	Standard	FY00/01											

Total Active	755	60	755	53	755	60	755	81	755	63	755
Total Articulated	54	0	54	0	84	0	84	24	60	0	60
Total Standard	608	60	608	53	578	60	514	32	524	57	524
Total 24 Passengers	31	0	31	0	31	0	31	25	31	6	31
Total 30 Footers	62	0	62	0	62	0	126	0	140	0	140
Total Contingency	0	0	0	0	0	0	0	0	0	0	0
Total Fleet	755	60	755	53	755	60	755	81	755	63	755
Peak Requirement	611		611		618		618		625		625
Spare Ratio	23.57%		23.57%		22.17%		22.17%		20.80%		20.80%
TIP Programming		60 Std		30 Art 23 Std		5 Std 64 30'		42 Std 14 30' 25-24P		57 Std 6-24P	
Avg Age of Fleet	7.0966		7.0635		7.0807		6.8039		6.4370		5.9960

Revised: 15-Mar-93

AC Transit FY 93/94
Captial Improvement Program

REVENUE VEHICLE REPLACEMENT SCHEDULE

Year	Model	Bus No.	TIP 96/97	Fleet 6/98	TIP 97/98	Fleet 6/99	TIP 98/99	Fleet 6/00	TIP 99/00	Fleet 6/01	TIP 00/01	Fleet 6/02
1963	GMC	311	---	0	---	0	---	0	---	0	---	0
1965	GMC Cutdowns	700–708	---	0	---	0	---	0	---	0	---	0
1972	GMC	909–985	---	0	---	0	---	0	---	0	---	0
1973	GMC	830–864	---	0	---	0	---	0	---	0	---	0
1975	Flexibles	182–299	---	0	---	0	---	0	---	0	---	0
1975	Flexibles	182–299	---	0	---	0	---	0	---	0	---	0
1978	MAN Artics	1600–1629	---	0	---	0	---	0	---	0	---	0
1980	Flyer 40'	1003–1169	---	0	---	0	---	0	---	0	---	0
1980	Flyer 35'	2001–2019	---	0	---	0	---	0	---	0	---	0
1982	Gillig 40'	1300–1390	21	0	---	0	---	0	---	0	---	0
1982	Gillig 35'	2049–2099	0	0	---	0	---	0	---	0	---	0
1982	Neoplan 40'	1200–1260	24	0	---	0	---	0	---	0	---	0
1983	Crn–lk Artics	1700–1714	---	0	---	0	---	0	---	0	---	0
1983	MAN Artics	1630–1644	---	0	---	0	---	0	---	0	---	0
1984	Gillig 40'	1400–1549	13	119	55	64	52	12	12	0	---	0
1988	Flyer 35'	2400–2428	0	29	0	29	0	29	15	14	14	0
1988	Flyer 40'	2500–2526	0	27	0	27	0	27	13	14	12	2
1989	Flyer 40'	2527–2578	0	52	0	52	0	52	0	52	21	31
1989	Flyer Artics	1645–1674	0	30	0	30	0	30	0	30	0	30
1990	Nat'l 24 Pagr	9001–9015	---	0	---	0	---	0	---	0	---	0
1990	Champ 24 Pagr	9101–9110	---	0	---	0	---	0	---	0	---	0
1990	Gillig 40'	2601–2652	0	52	0	52	0	52	0	52	0	52
1991	Gillig 30'	2701–2762	0	62	0	62	0	62	0	62	0	62
1992	Champ 24 Pagr	9111–9116	---	0	---	0	---	0	---	0	---	0
1993	Standard	X468	0	60	0	60	0	60	0	60	0	60
1994	Artics	X542	0	30	0	30	0	30	0	30	0	30
1994	Standard	X542	0	23	0	23	0	23	0	23	0	23
1995	Standard	FY93/94	0	5	0	5	0	5	0	5	0	5
1995	30'	FY93/94	0	64	0	64	0	64	0	64	0	64
1996	Standard	FY94/95	0	42	0	42	0	42	0	42	0	42
1996	24 Pagr	FY94/95	0	25	0	25	0	25	25	0	---	0
1996	30'	FY94/95	0	14	0	14	0	14	0	14	0	14
1997	24 Pagr	FY95/96	0	6	0	6	0	6	6	0	---	0
1997	Standard	FY95/96	0	57	0	57	0	57	0	57	0	57
1998	Standard	FY96/97		58	0	58	0	58	0	58	0	58
1999	Standard	FY97/98				55	0	55	0	55	0	55
2000	Standard	FY98/99						52	0	52	0	52
2001	24 Pagr	FY99/00								31	0	31
2001	Standard	FY99/00								40	0	40
2002	Standard	FY00/01										47
Total Active			58	755	55	755	52	755	71	755	47	755
Total Articulated			0	60	0	60	0	60	0	60	0	60
Total Standard			58	524	55	524	52	524	46	524	47	524
Total 24 Passengers			0	31	0	31	0	31	25	31	0	31
Total 30 Footers			0	140	0	140	0	140	0	140	0	140
Total Contingency			0	0	0	0	0	0	0	0	0	0
Total Fleet			58	755	55	755	52	755	71	755	47	755
Peak Requirement				635		635		650		650		650
Spare Ratio				18.90%		18.90%		16.15%		16.15%		16.15%
TIP Programming			58 Std		55 Std		52 Std		40 Std 31–24P		47 Std	
Avg Age of Fleet				5.44900		4.92715		4.32317		4.00000		3.53245

Revised: 15–Mar–93

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93 - 94
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: AC 3 - Transit Centers Development

3. PROJECT DESCRIPTION: Transit Center Improvements-
Southland Mall/Chabot
Fruitvale BART

4. PROJECT CLASS: (6) Passenger Stations

5. SRTP PAGE REFERENCE: 42 - 51 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $3,192,000 FTA Section 9

7. PROPOSED LOCAL MATCH:(20%) $ 399,000 Bridge Tolls
$ 399,000 TSM

8. TOTAL PROJECT COST: $3,990,000

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: Request to be submitted for approval as CE under 23 CFR 771.117 (d) (10)
CEQA STATUS: Negative Declaration to be Filed

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. _____ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. PLANNING JUSTIFICATION:

Private Sector

*The Private Sector will be invited to comment on the above project at a public hearing held each year in conjunction with other regional transit operators and coordinated by the Metropolitan Transportation Commission. This public hearing is not referenced in our SRTP. Notification of this hearing is via newspaper ads and through a mailing to private sector providers.

The AC Transit Comprehensive Service Plan (CSP) converts the primarily radial system into a multi-destinational route network. If AC Transit is to increase transit usage and improve its productivity, it is essential that it reflect the multi-destinational nature of today's travel demand.

Since it is impossible to run direct service from everywhere to everywhere else, an effective multi-destinational network must rely on making transferring convenient. In a system based on timed transfers, a passenger can reach efficient route network with minimal overlap.

To make transferring fast and convenient, the District must be able to bring many buses together at certain key points. These needs require the development of transit centers. A transit center is a facility designed to:

- o allow several buses from different routes to be present at once, so that patrons can transfer without waiting.
- o allow buses to arrive and depart independently (without blocking one another).
- o Provide a safe, pleasant and convenient environment for transferring between buses.
- o Provide other amenities for passengers and drivers.

Besides facilitating bus-to-bus transfers, the transit centers may also accommodate bus-to-rail and auto-to-bus-to-rail transfers. Transit centers are strategically located where several routes naturally converge resulting in high transfer activity. These centers will often be near major activity centers generating a significant number of walk-in passengers. Also, most BART stations in the AC Transit service area will be transit centers to facilitate both regional and local travel.

EVISED January 14, 1993)

In urban areas, such as Oakland and Berkeley, the convenience of transferring is largely ensured by the high frequency of most of the routes. Even though a transit center is not the primary transfer location as it is in the timed transfer network, there are strategic locations where several routes naturally converge creating a high level of transfer activity and necessitating a facility to safely accommodate the buses and provide for a safe and comfortable environment for the passenger.

In suburban areas, however, most service cannot be justified with headways of less than 30 minutes. Here, convenient transfers can be assured only with transit centers. Transit Centers are therefore critical to the success of the Comprehensive Service Plan.

1. General Design Considerations

Most transit centers will be designed with "sawtooth" bays so that buses can pull in and out independently without blocking each other. Each center must have enough bays for all the scheduled buses to be present at once, with some to spare. Locations for cars to pick up and drop off passengers will be isolated from the bus area, to improve the flow of both cars and buses.

2. Locations

Most of the suburban route structure cannot be implemented until there are at least minimal transit center facilities in place, since these sites must accommodate a number of converging buses and allow passengers to transfer safely and conveniently. Tables 1 and 2 list the transit centers according to priority, indicating which should be completed before restructuring.

The District's service area has been divided into four geographical sub-areas for phased implementation of the restructured route network.

The Western Contra Costa sub-area (Table 2, Group 1) includes timed transfer locations at El Cerrito del Norte BART and Contra Costa College and thus are first priority. Improvements to these sites should be complete before restructuring routes. Improvements to the other transit centers which will not have timed transfer locations (Richmond BART, Hilltop Mall Transit Center, El Cerrito Plaza BART) are second priority.

The Oakland-Berkeley-Alameda core area (Table 2, Group 2) includes only one timed transfer location, Montclair transit Center. However, Fruitvale BART and Eastmont Mall Transit Center will also need to be finished before restructuring routes, since they cannot now accommodate the level of bus and transfer activity envisioned. Second priority transit centers to be developed later include West Oakland BART, Coliseum BART, and Southshore Shopping Center.

(REVISED January 14, 1993)

The Hayward-San Leandro area (Table 2, Group 3) includes five timed transfer locations: San Leandro BART, Bay Fair BART, Hayward BART, Chabot College Transit Center, and South Hayward BART. Improvements at these sites should be complete before restructuring routes, though it is possible that South Hayward BART could function on an interim basis without major physical changes.

Finally, the Fremont-Newark area (Table 2, Group 4) includes timed transfer locations at Union City BART, Fremont BART, and the new Irvington and Newark Transit Centers. (Irvington Transit Center will be the site of the future Irvington BART station.) Improvements at these sites should also be complete before restructuring, though it is possible that Newark Transit Center could function on an interim basis without major physical changes. Newpark Mall will also be a transit center under the plan, but without timed transfers.

3. Schedule and Funding

The following subsections detail the funding and design schedule for the transit centers that have been designated first-priority, and specifies the division of responsibility in joint projects with other agencies.

FY 1988-89 SECTION 3 SUBMITTED PROJECTS

The first transit centers planned for construction are El Cerrito del Norte BART and San Leandro BART.

These projects were originally programmed in the FY 1991-92 Section 9 Capital Program. Instead, they were resubmitted (along with Hayward BART Transit Center) for funding under the FY 1988-89 Section 3 Suburban Mobility Program to take a full advantage of this special one-time grant opportunity. Funding has been approved for El Cerrito del Norte BART and San Leandro BART Transit Centers. The Hayward BART Transit Center has been put back into the FY 1991-92 Section 9 Capital Program.

These transit centers are planned for development as joint multi-modal projects under BART application. The conceptual design for these projects was completed by AC Transit. However, BART will be the lead agency and assume complete project management responsibilities, including environmental clearance, engineering, and construction in conjunction with the BART parking expansion projects.

FY 1990-91 SECTION 9 PROGRAMMED PROJECT

The Regional Program of Projects (POP), approved by the Metropolitan Transportation Commission (MTC) on September 26, 1990, was based on expected Federal apportionments. As a result of the actual total apportionments being higher than that expected, the FY 1990-91 Section 9 POP and the annual element of the FY 1991-97 Transit Capital Priorities

for the San Francisco/Oakland urban area was revised by MTC. Due to the increased apportionments, the Contra Costa Transit Center project was made a part of the FY 1990-91 Section 9 POP. The Transit center proposed for Contra Costa College will serve as a key facility in the implementation of the timed transfer network in Western Contra Costa. The transit center will be developed in close coordination with property owners, neighboring communities, and with the Contra Costa Community College District.

FY 1991-92 SECTION 9 PROGRAMMED PROJECTS

Bayfair BART Transit Center, originally programmed in the FY 1991-92 Section 9 Capital Program and reprogrammed for the FY 1992-93 Section 3 Capital Program has now been funded by State Cypress Mitigation Funds received by BART in FY 1992. The Contra Costa College Transit Center was also originally programmed as a FY 1991-92 Section 9 Capital Program but was reprogrammed to the FY 1990-91 Regional Program of Projects submitted to UMTA by MTC in September, 1990.

The noted shifts leave Chabot College Transit Center in the Section 9 Capital Program plus the Hayward BART and Fruitvale Station projects. Conceptual designs have been completed for all sites.

Fruitvale BART Station project is planned for development as a joint multi-modal project for which BART will take the lead, since the project is in conjunction with BART's parking expansion project at the same location. The project would therefore be funded under BART's Section 9 Capital Program. The Hayward BART Station project is also planned for development as a joint multi-modal project and will also be funded under BART's Section 9 Capital Program.

The Chabot College Transit Center, a timed transfer transit center in the vicinity of Chabot College in Hayward, will be developed in close cooperation with the property owner. The conceptual designs are completed for the three sites.

FY 1992-93 PROPOSED PROJECTS

FY 1992-93 projects proposed for the Federal Transportation Administration's (FTA) Surface Transportation Program (STP) and Congestion Management and Air Quality Program (CMAQ) funding were Eastmont Mall, Newpark Mall, and Richmond BART transit centers. The Bayfair BART transit center was originally programmed for FY 92-93, but BART received Cypress Mitigation Funds in FY 1991-92 for this multi-modal timed transfer center project to help mitigate the loss of the Cypress Freeway structure during the Loma Prieta Earthquake.

The Montclair and Fremont BART transit centers were proposed for funding under FTA's Section 9. Montclair and Fremont BART were not approved for

funding due to a smaller than expected Section 9 allocation. Staff has recommended that Fremont BART be moved to FY 94-95 and Montclair to FY 97-98.

The Eastmont Mall transit center in Oakland would accommodate the consolidation of expanded bus and transfer activities at an off-street site affording a safer and more convenient operation. The conceptual plans are completed.

Newpark Mall is a major shopping center located in the fast growing community of Fremont. New residential and industrial developments are appearing on the fringes of Fremont and Newark, creating new transit demand in this area. Improved routes will provide better local circulation, with many passengers transferring at this point.

Richmond BART already functions as a transit center, as much of the service in the area radiates from this station. This pattern will continue and expand under the CSP, with extensive service from the station to all parts of Richmond. This station is also a major stop on the Bay Area-Sacramento train service, and will be a stop for the Del Norte BART to San Rafael bus service that will be implemented in the near future.

FY 1993-94 PROPOSED PROJECTS

The FY 1993-94 project proposed for the FTA STP/CMAQ funding was the El Cerrito Plaza BART transit Center.

As a shopping center, El Cerrito Plaza is a major transit destination in Western Contra County. El Cerrito Plaza BART will be one of two transit centers located in El Cerrito. Van routes will emanate from El Cerrito Plaza to serve hill areas of El Cerrito and Kensington. The transit center will also be served by local lines from Berkeley and a major trunk line, the 72-San Pablo Avenue with limited service from Oakland.

FY 1994-95 PROPOSED PROJECTS

The FY 1994-95 proposed projects are Fremont and South Hayward BART, and Hilltop Mall transit centers.

The Fremont BART Transit Center will be a bus-only area with curbside stops and island platforms. The compact design allows for efficient bus-to-bus and bus-to-train transfers. The facility will accommodate seven Santa Clara County Transit buses, in addition to twelve AC Transit routes. The concept plan removes approximately 100 BART parking stalls. Replacement of these stalls is included as part of the project.

South Hayward is one of five timed transfer locations in the Hayward area, and is one of the major activity centers on the east end of the city.

(REVISED January 14, 1993)

Hilltop Mall is a major regional shopping center and a major transit destination in itself. It will be served by the area's busiest trunk route and several new routes which will serve the growing demand for trips between residential northern and eastern Richmond and employment centers in western Richmond.

FY 1995-96 PROPOSED PROJECTS

The FY 1995-96 proposed projects are Coliseum BART, Union City BART, and Newark Transit Centers.

Coliseum BART is one of the major destinations in the District's core service area of Oakland/Berkeley/Alameda/Albany/Emeryville, as well as the main transfer point for trips to Oakland Airport. The expansion of crosstown service under the CSP will increase the level of service to this station, and increase the passenger transfer activity that occurs there. The station may also be a stop on the proposed Bay Area-Sacramento train service.

The conceptual layout for Union City BART Station places the buses closest to the BART station entrance along the front curb and on three islands. The plan provides a compact bus berth area to minimize bus-to-bus and bus-to-train transfers. Kiss and ride will use the fourth island. The additional bus stalls will remove approximately 120 BART parking spaces, replacement of which is proposed as part of this project.

The Newark Transit Center will serve one of the fastest growing communities in the Bay Area. This will be a timed transfer facility for those routes which are designed to provide better local circulation in the activity centers of Newark and southern Fremont.

FY 1996-97 PROPOSED PROJECTS

The FY 1996-97 proposed projects are West Oakland BART, and Southshore Transit Centers.

West Oakland BART will be a key transit center in the District's core service area of Oakland/Berkeley/Alameda/Albany/Emeryville. It is also a station on the Bay Area-Sacramento train service.

Southshore Shopping Center is a major destination in the core service area, and will be served by several major routes from Alameda and Oakland.

FY 1997-98 PROPOSED PROJECTS

The FY 1997-98 proposed projects are the Montclair, Irvington BART, and Yerba Buena transit centers.

(REVISED January 14, 1993)

AC TRANSIT
AC3 - TRANSIT CENTERS DEVELOPMENT

The Irvington Transit Center is scheduled for operation prior to the construction of the proposed BART station. The plan therefore proposes an interim transit center on largely vacant BART-owned land east of Osgood Road, which will eventually be a BART parking lot. The conceptual designs for the proposed projects are complete.

The Montclair transit center would serve as a key facility in the implementation of timed transfer network in Oakland area. The transit center will be developed in close coordination with property owners, and neighboring communities.

Over the years the District has received numerous complaints from patrons regarding the deterioration of the Yerba Buena facility and increased incidents of crime. Yerba Buena is located at 40th and San Pablo Avenues. This is one of AC Transit's major transfer points for connection with transbay lines and other locations. The facility is surrounded by legal gambling casinos and night clubs. Many of our homeless also frequent this area. Patrons, particularly women are frequently approached for money or with lewd conversation. AC Transit owns only a small strip of land (right of way). Security and convenience modifications for this area will be analyzed as a result of the District's Comprehensive Service Plan (CSP) to determine the best way to remedy present conditions. Several of the possible alternatives are:

1. Improve present site,

2. Expand present site by procuring adjoining parcel and rebuild, or

3. Select an alternative location.

This project has been shifted to FY 1994-95 of the Transit Capital Priorities Program as the District believes it is important to determine the impact the CSP will have on the needs of the Yerba Buena Transfer point.

Rising construction costs and the strong possibility that this project will require the purchase of additional land, either at the present site or at an alternative site, further support this funding request.

TABLE-1

COMPREHENSIVE SERVICE PLAN
TRANSIT CENTERS

BART STATIONS	Estimated Number of Bus Bays Required for Each Facility	Priority[1]
1. Richmond	10	2
2. El Cerrito/Del Norte	13	1[2]
3. El Cerrito Plaza	9	2
4. Oakland West	6	2
5. Fruitvale	12	1[2]
6. Coliseum	10	2
7. San Leandro	12	1
8. Bayfair	18	1
9. Hayward	17	1[2]
10. South Hayward	9	2
11. Union City	16	1
12. Fremont	19	1
13. Irvington	9	1
OTHER TRANSIT CENTERS		
1. Hilltop Mall	10	2
2. Contra Costa College	14	1[2]
3. Chabot College	12	1
4. Southshore Shopping Center	4	2
5. Montclair	11	1[3]
6. Eastmont Mall	7	1[3]
7. Newark	8	2
8. Newpark Mall	7	2

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[1] Priority I transit centers are those which should be completed prior to the implementation of restructured service, and will require interim facilities until the permanent facility is built.

[2] Interim facility is built.

[3] Poor on-street stop locations discourage transferring and probably any growth at these sites. New facilities will need to be constructed for optimum operation.

TABLE-2

COMPREHENSIVE SERVICE PLAN
TRANSIT CENTER
GEOGRAPHICAL PROJECT GROUPINGS

	PRIORITY I SITES	PRIORITY II SITES
Group #1	El Cerrito del Norte BART Contra Costa College	Hilltop Mall Richmond BART El Cerrito Plaza BART
Group #2	Fruitvale BART Montclair Eastmont Mall	Oakland West BART Coliseum BART Southshore Shopping Center
Group #3	San Leandro BART Bayfair BART Hayward BART Chabot College	South Hayward BART Station
Group #4	Union City BART Fremont BART Irvington BART	Newark Newpark Mall

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: July 1, 1993
Project: Transit Center Improvement--Southland Mall/Chabot College
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 1993-94
Clearances Required: Board Approval; City Permits, if Applicable

IMPLEMENTATION SCHEDULE:	FY 1993-94 Q1 Q2 Q3 Q4	FY 1994-95 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Environmental	XXXXXX				
TASK 2:Prelim. Engineering	XXXXXX				
TASK 3: Final Design		XXXXX			
TASK 4: Construction		XXXXXXX			
TASK 5:					
TASK 6:					
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 1993-94	FY 1994-95	FY	FY	FY
FTA SEC. 9	1,153,600				
FTA SEC. 3					
OTHER FED					
LOCAL FUNDS	144,200				
SOURCE: TSM	144,200				
TOTAL FUNDS	1,442,000				

Date: July 1, 1993
Project: Transit Center Improvement--Fruitvale BART
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 1993-94
Clearances Required: Board Approval; City Permits, if Applicable

IMPLEMENTATION SCHEDULE:	FY 1993-94 Q1 Q2 Q3 Q4	FY 1994-95 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Environmental	XXXXXX				
TASK 2:Prelim. Engineering	XXXXXX				
TASK 3: Final Design		XXXXX			
TASK 4: Construction		XXXXXXX			
TASK 5:					
TASK 6:					
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 1993-94	FY 1994-95	FY	FY	FY
FTA SEC. 9	2,038,096				
FTA SEC. 3					
OTHER FED					
LOCAL FUNDS	254,762				
SOURCE: TSM	254,762				
TOTAL FUNDS	2,547,621				

July 1, 1993

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93-94
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: AC 5 - Radio Communications Project

3. PROJECT DESCRIPTION: Phase 1: Replace/upgrade Thirteen (14) year old radio communications system. Phase 2: Install AVM/AVL System

4. PROJECT CLASS: (14) Communications

5. SRTP PAGE REFERENCE: 64 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 2,721,089 FTA Section 9

7. PROPOSED LOCAL MATCH: (20%) $ 680,272 Toll Bridge Revenue

8. TOTAL PROJECT COST: $ 3,401,361

9. PRIOR FTA FUNDING: Phase 1 - FY 92-93

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c)(14)(19)
CEQA STATUS: 14 Cal Admin. Code, Section 15301

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference Appendix E*

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. PLANNING JUSTIFICATION:

Private Sector

*The Private Sector will be invited to comment on the above project at a public hearing held each year in conjunction with other regional transit operators and coordinated by the Metropolitan Transportation Commission. This public hearing is not referenced in our SRTP. Notification of this hearing is via newspaper ads and through a mailing to private sector providers.

RADIO COMMUNICATION SYSTEM PROJECT

Replacement of our Radio Communications System and installation of an Automatic Vehicle Monitoring/Location (AVM/AVL) is essential to the reliability, safety and security of our transit system. District Staff believes this project qualifies as a security measure as defined and required by ISTEA. The District requests that this project be funded in FY 92-93 and FY 93-94 for an estimated total cost of $9,987,742.

The radio system currently in use by the District will be approximately fifteen (15) years old in FY 1995-96. At that point:

- Our radio equipment will have reached the end of its economically repairable life. Even now, much of the equipment presently in use throughout the District is not operating at full strength and many repairs have had to be made. This has been due, quite often, to the effect weather (rain, cold, heat, etc.) and other natural effects (e.g., roaches) have had on the equipment over the nine years since purchase. All our paging equipment is also in need of replacement.

- Communications technology will be at the point of rendering the equipment obsolete.

- Production of this model will have been phased out. Replacement components/parts will continue to be manufactured for only 5 (5) years thereafter.

This project would include removal of existing equipment and installation of new equipment, replacement/upgrading of paging equipment, upgrading of software to accommodate the new equipment, project management, documentation and operator/technician training. The project is predicated on the re-use of existing microwave links and dispatch consoles.

<u>It would be impratical to convert this system on a piecemeal basis</u>. A new system will require new software, which would probably not be compatible with our old system. Since the radio communications system

is crucial to the bus system's reliability and security, failure to have a fully functional radio system would greatly compromise the quality of the District's service.

THE AUTOMATIC VEHICLE MONITORING/LOCATION (AVM/AVL)

AVM/AVL is a technology that automatically records the time at which each bus passes each timepoint. AVM/AVL provides continuous, real-time information on the location of each bus, and allows the entire system to be monitored from the Central Dispatch Center.

The AVM/AVL project is considered Phase II of the Radio Communications System Program. Funding this program would result in many benefits for the District and its patrons. By providing up-to-date information, and AVM/AVL system would result in better on-time performance, better security, and better public information. It would serve as a data tool for operations, scheduling, and planning, and would also have potential benefits for maintenance administration.

AVM/AVL as an Operational Tool

Supervisors and other support personnel can be dispatched directly to a problem as it begins to build up, rather than wait for it to occur and get reported. More informed adjustments to the service can be made. Senior operations managers can be provided a more detailed but global and real-time picture of that portion of the service for which he/she is responsible.

The mileage monitor program works effectively with these systems to verify bus location along a route by measuring the distance of travel and comparing it against the known route length. Also monitorable is wheelchair lift usage as to occurrence, location, time, and duration of lift activity.

AVM/AVL as a Passenger Information Tool

An AVM/AVL system can also provide real-time information to information center staff, so they can inform patrons of delays and disruptions.

AVM/AVL as a Security Tool

An AVM/AVL system can improve passenger security by providing a faster response in the event of disturbances on the bus. Police, paramedics, security personnel, and supervisors can respond more rapidly and precisely if they know exactly where the bus is and whether it is moving or stationary. Fewer support units are needed if this information is known, freeing others for allocation elsewhere.

AVM/AVL as a Data Tool

AVM\AVL records the actual time each bus passes each timepoint. This data can then be used for a great variety of reports, customized to whatever information a manager needs.

The purpose of this data could be:

- o input to regional IVHS system
- o operations performance monitoring
- o operations strategy development
- o schedule evaluation
- o route design
- o Section 15 reports and other required government reporting.

Modular Implementation

The goal is a system that is modular, so not all potential features would be implemented during the first installation. Our intent is to have a system to which other features can be added in the future.

Economic Benefits

By allowing a better control strategy, an AVM/AVL system can produce economic benefits for the District in the form of reduced mileage and labor. Improved service should, in turn, produce new ridership.

Cost benefits are difficult to quantify, but, the security benefit alone has encouraged AC Transit to pursue this project.

AVM/AVL Technologies

There are a variety of technologies suitable for the purpose of AVL/AVM. Each has its own strengths and weaknesses, and its own roster of potential features and potential cost. The District has been evaluating different systems for some time and will continue to do so throughout the RFP process.

The AVM/AVL will be a state-of-the-art system, with high resolution color graphics at the Central Dispatch Center. This is a key part of the system's use as an operations management system.

Cost Issues

This project reflects the cost for systemwide application as envisioned when the project was first submitted some time ago. Since that time much progress has been made in the technology and application, and progress continues to be made.

Should the projected cost not cover implementation of the whole system, the District has a fall-back position that would cover all of the trunk routes and any other routes that are especially in need of monitoring. Any routes not covered would be added to the system at a later date. In any case, the central unit, both hardware and software, would be installed in such a way as to accommodate this modular implementation.

The District will not let the system cost escalate out of control. To prevent this, the RFP will contain safeguards, including, but not limited to unforeseen needs hardware/software and maintenance.

Labor Issues

The District does not anticipate any significant union conflict. The unionized personnel will benefit in many important ways from this system, so we expect that education of these employees and open lines of communication will resolve any concerns.

The system will not be labor intensive, though it will change the way in which some jobs are performed. It will allow the District to eliminate several functions that now keep employees busy, but these changes should be covered by reassignment and attrition. No layoffs are expected as a result of AVM/AVL.

A. Continuation of Prior Commitment

1. This project WILL BE a continuation of a funded multi-year project previously given high priority.

B. Project Merit

1. This project will directly benefit the passengers as the District will be able to maintain more reliable service, provide better connections (thus reducing waiting time), and supply real-time information to passengers and to information center staff handling public inquiries. An AVM system can also improve passenger security in the event of trouble and provide a faster response in the event of assaults or other disturbances on the bus.

2. The Radio Communication System project will directly produce benefits to system productivity and efficiency as a reliable and easily maintained communications system is one of the foundational keys to providing safe and efficient transit service to the public. A reliable and easily maintained communications system would also require less down time of the buses fleet-wide and would enable the District to better and more quickly respond to on-board emergencies, road hazards, traffic congestion and accessibility needs.

   The AVM/AVL project will directly produce benefits to system productivity and efficiency in the form of reduced mileage and labor because it allows a better control strategy. Improved service should, in turn, develop new ridership. Over and above this is, the security benefit which alone has encouraged the District to pursue this project.

3. We believe that the Radio Communication System project will enable the District to more effectively address three (3) significant regional goals, those being, 1) E & H access 2) interoperator schedules, and 3) Security. An up-to-date, state-of-the-art communication system is essential to achieving the three regional goals noted above. With a reliable, state-of-the art communication system, there can be faster response to accessibility problems. Drivers can also be advised as to

the status of other routes or systems with which they are to be interfacing and as to what action they should take if the routes or systems are out of sync. The 1988 timed transfer demonstration project in Hayward was, we believe, a prime example of the need for a reliable communication system and how effectively it can be used. District and MTC Staff have also discussed the possibility of the District's AVM/AVL system contributing to the Region's Advanced Transportation Information System (ATIS).

This project addresses the need for stronger security measures which has become a significant regional goal, providing more reliable information regarding the location of a bus under normal and emergency operating conditions, providing more reliable connections at interoperator transfer points, and providing more effective service to those making use of accessibility equipment.

4. This project will involve replacement/upgrade of equipment that has primary importance to maintaining existing service.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: July 1, 1993
Project: AC5 - REPLACE RADIO COMMUNICATIONS SYSTEM PROJECT
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 92-93
Initial Clearances Required: Board Approval

IMPLEMENTATION SCHEDULE:	FY 1991-92 Q1 Q2 Q3 Q4	FY 1992-93 Q1 Q2 Q3 Q4	FY 1993-94 Q1 Q2 Q3 Q4	FY 1994-95 Q1 Q2 Q3 Q4	FY 1995-96 Q1 Q2 Q3 Q4
TASK 1: DEVELOP SPECS	XXXXXXXXXXXXX				
TASK 2:PROCURE BID PROCESS		XXXXXXXX			
TASK 3: INSTALLATION			XXXXXXXXXXXXX		
TASK 4:TEST & DEBUG				XXXXXXXXXXXXXX	
TASK 5:ACCEPT SYSTEM				O	
TASK 6: TRAINING					XXXXXX
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 1991-92	FY 1992-93	FY 1993-94	FY 1994-95	FY 1995-96
FTA SEC. 9		$ 5,269,105	$ 2,721,089		
FTA SEC. 3					
OTHER FED.					
LOCAL FUNDS SOURCE:B T		1,317,276	680,272		
TOTAL FUNDS		6,586,381	3,401,361		

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93 - 94
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: AC 5 - Replace Fare Collection System

3. PROJECT DESCRIPTION: Upgrade fare collection system, including data collection, reliability, security, and capability to accept the "Universal Ticket".

4. PROJECT CLASS: (12) Revenue Collection and Processing

5. SRTP PAGE REFERENCE: 161 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 3,500,000 SOURCE: UMTA Section 9

7. PROPOSED LOCAL MATCH (20%) $ 875,000 SOURCE: Toll Bridge Rev

8. TOTAL PROJECT COST: $ 4,375,000

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 14 Cal. Admin. Code, Section 15301
CEQA STATUS: 23 CFR 771.117 (c)(14)

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. _____ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

This submission is based on our Fare Collection System Replacement Program that we have submitted in previous years. Replacement of our Fare Collection System is essential in order for the District to be able to participate, as programmed, in the Regionally sponsored "Universal Ticket" (Translink) project. This program is available to move forward depending on the progress of the Translink demonstration project by Central Contra Costa County Transit Authority and BART, and the availability of a one piece farebox with ticket validator.

AC Transit is scheduled to be involved in Phase 2 of this project and and initially was programmed to use the District's Emeryville, Division 2, buses for the demonstration. However, there is a distinct possibility that Phase 2 will now include equipping the full AC Transit bus fleet to accept the "Universal Ticket" rather than the District's Division 2 buses. The project cost is currently scheduled for FY 1994-95 at an estimated cost of $4,375,000

The District implemented its present electronic registering farebox system in fiscal year 1982-83. AC Transit collects over $30 million in passenger revenue annually, of which approximately 70 percent is collected on board in the form of cash, bills, transfers and tickets. The present system has proved of significant benefit in processing this revenue.

Since then, however, major technological advances have greatly enhanced the reliability and usefulness of electronic fareboxes and the data they collect. These advances include:

- Recording the operator's I.D.,
- Passenger counts by type, location, date and time,
- Route, run and trip information, including date and time,
- Unlimited possibilities for subtotals and combinations of the above,
- Time and date record of when the cash box is removed and for how long,
- Time and date record of cash box being emptied, including location and amount,
- An alarm on farebox indicating the cash box is not in place, or has been tampered with,
- Capability to upgrade fareboxes and system to accept the "Universal Pass", and
- Capability to process increases in cash fare, even if fare is increased to $1.

Given these considerations, the District now plans to replace its present electronic fare collection system. This is now programmed for the FY 1994-95 budget.

It would be impractical to convert this system on a piecemeal basis. Therefore, it is the intent of the District to replace the entire Electronic Fare Collection system during the course of this project. New farebox equipment would require a different receiving vault and farebox probe than presently used. Our present collection areas at the divisions are not big enough to house both collection systems. Using two different systems would also cause much confusion for both drivers and personnel emptying the fareboxes. Passengers could also be confused by encountering different fareboxes on different buses, with their ticket and cash slots in different places. The reliability of the data collected in such a case would be questionable. The new system would also require new computer hardware and software that might not be compatible with the present hardware and software.

A few buses currently are equipped with upgraded equipment that can accumulate data on a trip-by-trip basis. At the end of each trip, the operator can push a button that causes the farebox to record the data separately for a particular trip, thus permitting more detailed analysis of ridership and fare receipts. Our experience with this new equipment has shown that by utilizing new technology, we can eliminate current difficulties in the reliability of our ridership/farebox data plus better monitor our routes on a daily basis.

Replacement of the present system would also give us the capability to upgrade our fareboxes and system to accept the "Universal Pass". The Metropolitan Transportation Commission (MTC) has been working with regional transit operators for several years to develop a universal ticket good for all operators. The first phase of the regional project is currently being implemented by the Bay Area Rapid Transit District (BART) and the Central Contra Costa County Transit Agency (CCCTA). AC Transit is scheduled to be involved in Phase 2 of this project and would use the District's Emeryville, Division 2, buses for the demonstration. However, there is a distinct possibility that Phase 2 will include equipping the full AC Transit bus fleet to accept the "Universal Pass" rather than the District's Division 2 buses.

In addition, the proposed Electronic Fare Collection system will provide a central data base capable of recording different kinds of pass ridership such as the new joint AC/BART pass. This detailed information on ridership and revenues will enable Management to make better informed decisions and facilitate regional distribution of revenues.

A. Continuation of Prior Commitment

1. This project is not a continuation of a funded multi-year project.

B. Project Merit

1. This project will directly benefit passengers as fare collection will be facilitated, Driver/Passenger confrontation over fare paid should be eliminated by the visual display of the fare paid plus more reliable data on which to base decisions will be collected regarding route-level patronage.

2. This project will also directly benefit system productivity and efficiency as the new equipment will provide the capability of more accurately collecting specific statistical data on the types and classes of passengers boarding District buses and the time and location of these boardings. This data will be fed into the MIS System to provide significant management information upon which more accurate and timely evaluation and operating decisions can be made. The new accessory equipment (vaults) will eliminate manual functions and increase security.

3. This project does address significant or regional goals or policies. The statistical data noted above will enable us to better determine and address the needs of the elderly and handicapped as well as interoperator transfer points. The implementation of equipment to accept the "Universal Pass" will also address the regional goal of interoperator coordination plus distribution of revenues.

4. This project includes replacement of the fare collection system presently in use thus upgrading of capabilities and reliability of our fare collection equipment, allowing us to more effectively maintain our service.

Project: AC5 - Replace Fare Collection System
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 95-96
Initial Clearances Required:

IMPLEMENTATION SCHEDULE:	FY 93-94 Q1 Q2 Q3 Q4	FY 94-95 Q1 Q2 Q3 Q4	FY 95-96 Q1 Q2 Q3 Q4	FY 96-97 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Purch. Com. Approval	XO				
TASK 2: Develop Specs.	XXX				
TASK 3: Board Approval		XXO			
TASK 4: Bid Process		XXXXX			
TASK 5: Delivery		XXXXXXXXXXXXXXXXXXX			
TASK 6: Svc. Preparation			XXXXXXXXXXXXXXXXXXX		
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 93-94	FY 94-95	FY 95-96	FY 96-97	FY
UMTA SEC. 3/9		$ 3,500,000			
UMTA SEC. 3					
OTHER FED.					
LOCAL FUNDS SOURCE: B T		875,000			
TOTAL FUNDS		$4,375,000			

July 1, 1993

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93 - 94
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: AC7 - Replace/Upgrade DP Systems

3. PROJECT DESCRIPTION: Replace/upgrade DP systems with systems (and hardware) that will support user and District requirements.

4. PROJECT CLASS: (13) Data Processing

5. SRTP PAGE REFERENCE: 72 - 73 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 400,000 SOURCE: FTA Section 9

7. PROPOSED LOCAL MATCH (20%):$ 100,000 SOURCE: Toll Bridge Revenues

8. TOTAL PROJECT COST: $ 500,000

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c) (19)
CEQA STATUS: 14 Cal Admin. Code, Section 15301

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR NO. 7005.1):
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project as set forth by your adopted policy?

__X__ No. _____ Yes: SRTP Page Reference Appendix E*

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

If proper references to the above questions are not contained in the SRTP, please elaborate under a separate heading as part of "12. PLANNING JUSTIFICATION" below.

12. PLANNING JUSTIFICATION:

Private Sector

*The Private Sector will be invited to comment on the above project at a public hearing held each year in conjunction with other regional transit operators and coordinated by the Metropolitan Transportation Commission. This public hearing is not referenced in our SRTP. Notification of this hearing is via newspaper ads and through a mailing to private sector providers.

This submission is based on our Data Processing System Upgrade/ Replacement Program that has been submitted in previous years. A District funded Information Systems needs assessment study has been conducted. The projects outlined below will benefit the safety of the on-street service as reliable and up-to-date information on which to base well informed management decisions will be provided in a more timely fashion. Management decisions based on this information will involve all aspects of District operations, including maintenance of the revenue fleet. The District has funded the Data Processing System Replacement/Upgrade Program in recent years with District funds.

The estimated cost for FY 93-94 is $500,000. Proposed projects include improving telecommunications throughout the District; upgrading District management information systems; upgrading the District's PC network; computer hardware upgrades and fully computerizing the District's fuel islands. Many of the other projects proposed to be funded in the TIP also include components that impact the District's data processing system. Those projects include replacing the fare collection system; replacing the radio communication system; installing an AVM/AVL system; and installing an automatic passenger counting system.

Upgrade MIS

The District currently has in place many systems designed to gather information at the detail level and assist the various deparments and maintenance areas in performing their functions.

It is now possible to implement Management Systems that will channel this up-to-date information to the managers, thus assisting them in making well informed decisions.

Transportation Superintendents could make use of up-to-date information concerning driver preparedness, pending Driver License renewals, pending

driver re-training, absenteeism, daily run requirements, upcoming operator awards, customer complaints, accident reports, out-lates and missed runs.

Maintenance Superintendents could make use of information concerning the mechanics and vehicle statistics such as number of daily road calls, vehicle assignments, open work orders, parts availability, budget and cost data as well as general personnel information such as absenteeism and pending Driver License renewals.

It is conceived that the proposed MIS system will transmit data from the centralized computers over high speed communication links to department or personal computers. The information will be specific to the particular department or person and available for instant access, as needed.

PC Network

A PC Network is an essential part of making a system such as the above proposed MIS system work properly.

Additionally, a PC network facilitates transferring electronic mail and messaging, spreadsheets, graphics and other computerized information that help the users make more efficient use of their time as well as having vital information available where it is needed in a timely manner.

A PC Network reduces PC software costs allowing use of licensed copies of the software without the need for each individual PC user to retain their own licensed copy. This reduces the number of licensed copies an organization requires. It will also ensure that all users are on the same version of a software package.

This software can be centrally supported and backed-up, thus reducing the load on individual PC users. Centralized back-up is essential. Because it so cumbersome to back-up a PC, it is often not done. Centralized back-up is fast and easy on the user, therefore it is more likely to be done regularly.

Computer Hardware Upgrades

The District has four (4) Hewlett Packard Model 70 large Mini-Computers. As the maintenace costs increase on these computers, it becomes desireable to upgrade these to two (2) newer, higher capacity models. The new computers will be faster, require less energy and be cheaper to maintain than the District's present equipment.

It is the District's strategy to maintain one (1) or two (2) smaller computers as opposed a single very large machine. This will give us the ability to mirror image data bases and provide uninterrupted service to the users.

Telecommunications

The on-line aspects of the above mentioned systems will require improved data communications throughout the District. Digital service, now offered by the carriers is both more cost effective and more reliable than the analog and modem service now used within the District.

The broad band digital service will accommodate both voice and data transmissions while providing the data transmission speeds essential for Management Information Systems.

Effective communications is directly related to productivity, reliability of service and, therefore, cost.

Communication links currently cost the District approximately thirty-five thousand dollars ($35,000) per month. The digital service will reduce this by several thousand dollars while improving the reliability and capability needed to install additional systems.

Currently the District's systems depend on outdated, expensive and trouble prone analog communications. When problems occur, it is necessary to dispatch personnel to each end of the line to trouble shoot the problem(s). Sometimes this also requires replacing equipment with a spare and/or calling AT&T or Pacific Bell to repair the lines. Recently, our Richmond Division has had serious communications failures in the Maintenance Section. These failures seriously impact our ability to perform timely maintenance and accurate vehicle dispatch to the scheduled runs.

Additionally, a reliable high speed communication link with the Divisions is essential to implement a management Information system that will assist managers and superintendents in making well informed decisions, including schedule and budget/operating expense related items. Handling customer complaints properly also requires communications that we cannot currently provide.

The morale of the Operators and Maintenance personnel, as well as the proper handling of disciplinary problems requires information that is kept centrally to be easily and readily available to appropriate supervisory personnel, and it must be accurate and reliable. The MIS system that will provide this information will depend on the proposed communication network.

A. Continuation of Prior Commitment

1. This project is not a continuation of a funded multi-year project.

B. Project Merit

1. These projects will benefit the safety of the on-street service as it will provide timely, reliable and up-to-date information on which to base well informed management decisions. These decisions will involve all aspects of

District operations, including maintenance of the revenue fleet.

2. These projects will produce direct benefits to internal system productivity and efficiency in that it will implement new systems that will be much less time consuming and costly to maintain and modify and will also provide for user oriented computerization of processes that are, at present, quite often done manually.

3. These projects will not directly address significant or regional goals or policies.

4. These projects do include replacement/upgrade of hardware and management information systems that will enable us to make better informed management decisions regarding maintenance of the revenue fleet and provision of quality service and, thus, will provide for a better maintaining of existing service.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: July 1, 1993

Project: AC7 - REPLACE/UPGRADE DP SYSTEMS

Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Beginning: FY 93-94

Initial Clearances Required:

IMPLEMENTATION SCHEDULE:	FY 92-93 Q1 Q2 Q3 Q4	FY 93-94 Q1 Q2 Q3 Q4	FY 94-95 Q1 Q2 Q3 Q4	FY 95-96 Q1 Q2 Q3 Q4	FY 96-97 Q1 Q2 Q3 Q4	FY 97-98 Q1 Q2 Q3 Q4
TASK 1: Needs Analysis	XXXXXX					
TASK 2: Board Approval	XXO					
TASK 3: RFP Process		XXXXXXXXXX				
TASK 4: Re-place. Process			XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX			
TASK 5: User Training			XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX			
TASK 6:						
TASK 7:						

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 92-93	FY 93-94	FY 94-95	FY 95-96	FY 96-97	FY 97-98
FTA SEC. 9 FTA SEC. 3 OTHER FED.		$ 400,000	$ 211,338	$ 420,000	$ 441,000	
LOCAL FUNDS SOURCE: B T		100,000	52,835	105,000	110,250	
TOTAL FUNDS		$ 500,000	264,173	525,000	551,250	

July 1, 1993

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93 - 94
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: AC 2 - Service Vehicle Replacement

3. PROJECT DESCRIPTION: Replace 12 Auto and Service Vehicles

4. PROJECT CLASS: (3) Service Vehicles

5. SRTP PAGE REFERENCE: 61 - 63 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 191,517 FTA Section 9

7. PROPOSED LOCAL MATCH: (20%) $ 47,879 Toll Bridge Revenue

8. TOTAL PROJECT COST: $ 239,397

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c)(17)
CEQA STATUS: 14 Cal Admin. Code, Section 15302

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR NO. 7005.1):
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project as set forth by your adopted policy?

_____ No. _____ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

If proper references to the above questions are not contained in the SRTP, please elaborate under a separate heading as part of "12. PLANNING JUSTIFICATION" below.

12. PLANNING JUSTIFICATION:

The District's non-revenue Vehicle Replacement Program includes automobiles, trucks, vans and other motorized vehicles necessary to support bus service. To maintain a reliable non-revenue fleet that will effectively meet the future needs and requirements of the District, vehicles will be replaced at the end of their cost effective useful lives or when they have operated more than 100,000 miles.

Many of the automobiles and service vehicles being replaced under this program exceed 100,000 miles. These vehicles have a history of continual and repeated maintenance problems. It is more cost effective for the District to replace these vehicles than to continue repairing them.

The District has an established and enforced non-revenue vehicle program which adheres to FTA regulations regarding the use of non-revenue vehicles.

The Service Vehicle Replacement Program has been funded in recent years with District funds. We believe that this program will score "in the money" due to the expected increase in Section 9 capital funding as a result of ISTEA.

The District non-revenue Vehicle Replacement Program calls for replacing 12 vehicles annually. The estimated cost for FY 93-94 is $239,397.

A. Continuation of Prior Commitment

1. This project is not a continuation of a funded multi-year project. However, non-revenue vehicle replacement is part of an annual ongoing project that the operator continues to assign high priority.

B. Project Merit

1. This project will directly benefit the passengers as a fleet of reliable non-revenue service vehicles is necessary to the adequate support of bus service.

2. This project will directly produce benefits to system productivity and efficiency through enabling the District to maintain a reliable fleet of non-revenue vehicles which will efficiently meet the future needs and requirements of the District transit system.

3. This project will not directly address significant or regional goals or policies.

4. This project will involve replacement service vehicles used in support of existing service according to a planned replacement program as previously noted.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: July 1, 1993

Project: AC2 - SERVICE VEHICLE REPLACEMENT

Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Beginning: FY 93-94

Initial Clearances Required:

IMPLEMENTATION SCHEDULE:	FY 93-94 Q1 Q2 Q3 Q4	FY 94-95 Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4
TASK 1:APPROV. PURCH. COM.	XO				
TASK 2: DEVELOP SPECS.	XX				
TASK 3: BOARD APPROVAL	XO				
TASK 4: BID PROCESS	X	XXX			
TASK 5: DELIV. PROCESS		XXX			
TASK 6:SERV. PREPARATION		XX			
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 93-94	FY 94-95			
FTA SEC. 9		191,517			
FTA SEC. 3					
OTHER FED.					
LOCAL FUNDS SOURCE:B T		47,879			
TOTAL FUNDS		239,397			

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93 - 94
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: AC 4 - Facilities/Equip Upgrade

3. PROJECT DESCRIPTION: Preventative Upkeep and Maintenance of Facilities

4. PROJECT CLASS: (8) Operating Yards and Station
(9) Vehicle Maintenance Shop and Garage

5. SRTP PAGE REFERENCE: 68 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 232,552 FTA Section 9

7. PROPOSED LOCAL MATCH: (20%) $ 58,138 Toll Bridge Revenue

8. TOTAL PROJECT COST: $ 290,690

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (d)(9)
CEQA STATUS: 14 Cal Admin. Code, Section 15301

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference Appendix E*

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. PLANNING JUSTIFICATION:

Private Sector

*The Private Sector will be invited to comment on the above project at a public hearing held each year in conjunction with other regional transit operators and coordinated by the Metropolitan Transportation Commission. This public hearing is not referenced in our SRTP. Notification of this hearing is via newspaper ads and through a mailing to private sector providers.

Our Facilities and Equipment Program for the preventive maintenance of District facilities is in line with one of the stated intents of ISTEA, maintenance of the current transit infrastructure. The program is currently unfunded. Emergency projects such as roof repairs have been District funded. District staff has recommended that this program be allowed to compete for Section 9 funding if there is not enough funding available under Section 3, Bus and Bus Facilities. This program is critical to maintaining District facilities in the most cost effective manner possible and maintaining service at the levels required for successful implementation of the District's CSP.

The District's program for FY 93-94 covers two fiscal years of the District's program as the expected increase in FY 92-93 capital funding as a result of ISTEA did not occur. The District's FY 92-93 included preventive maintenance at the District's Central Maintenance Facility, at an estimated cost of $1,813,677 ($1,727,311 in FY 92-93 dollars). The District's FY 93-94 includes preventive maintenance at the District's Training Center Facility, at an estimated cost of $290,690.

The District has four operating divisions, Administrative General Offices and Central Maintenance Facility; all of which are new facilities or have recently undergone reconstruction.

The District Facilities and Equipment Maintenance Program has been established to ensure that these new/renovated facilities do not deteriorate and to make sure that the fixed equipment contained therein is maintained in such a manner to obtain optimum benefits for District transit operations. This program will help the District to achieve maximum life from these units at the most affordable cost.

Currently, the District is in the final phase of its renovation/rebuilding program. By fiscal year 1993-94, the District's Central Maintenance Facility will have been in operation for approximately nine (9) years and three (3) (of four) of the District's newly renovated/rebuilt divisions will have been in operation for approximately six (6) years. District Staff believes this is an appropriate time to address any deterioration resulting from a twenty-four (24) hour per day operation

at each division. Not only will equipment such as hydraulic systems, dynamometers and paint booths need replacing, but yard parking areas will need repaving, buildings will need repainting, office space will need refurbishing, heating/air conditioning/ventilation systems will need repair/replacement, roofs will need repair/replacement and facilities/sites will need to be upgraded to meet increasingly stringent Federal, State and Local building codes, environmental protection standards and toxic waste disposal and handling restrictions. The District will use Life-Cycle Analysis, along with programmed inspections to effectively stage replacements and required repairs.

The District's criteria for Fixed Asset Replacement follows and is based on MTC's Bay Area Finance Plan.

AC Transit Fixed Asset Replacement Schedule

CATEGORY/SUBCATEGORY	PERCENT REPLACED @ REPLACEMENT AGE
MAINTENANCE FACILITY	8.1% EVERY 8 YEARS 8.0% @ 30 YEARS
ROOF/ELECTICAL	INCLUDED IN ABOVE
OPERATION FACILITY	8.1% EVERY 8 YEARS 8.0% @ 30 YEARS
ROOF/ELECTICAL	INCLUDED IN ABOVE
FUEL/BUS WASH ISLAND	8.1% EVERY 8 YEARS 8.0% @ 30 YEARS
PARKING YARDS	25.0% @ 10 YEARS 25.0% @ 20 YEARS 50.0% @ 30 YEARS
EQUIPMENT (IN FACILITY)	100.0% @ 10 YEARS

An amount equal to 8.1% of the purchase cost (times the inflation factor) of a facility is required to replace/upgrade vital components of the facility every 8 years. An additional amount equal to 8.0% of the purchase cost (times the inflation factor) is needed to replace/upgrade other necessary components of a facility every 30 years. This would also hold true for Fuel and Bus Wash Islands.

Additionally, an amount equal to 25% of the purchase cost (times the inflation factor) of a parking yard is needed for replacement/upgrading of the yard at the 10 and 20 year mark, and 50% of the purchase cost (times the inflation factor) is needed for replacement/upgrading of the yard at the 30 year mark.

For equipment installed in a facility, an amount equal to 100% of the purchase cost (times the inflation factor) is needed for replacement/upgrading of the equipment at the 10 year mark.

A. Continuation of Prior Commitment

1. This project is not a continuation of a funded multi-year project. However, it will be the first implementation of an ongoing program developed to maintain and upgrade AC's newly built/renovated facilities.

B. Project Merit

1. This project will directly benefit the passengers as it will enable the District to more effectively and efficiently maintain the fleet with equipment that is usable and up-to-date in divisions that are maintained in such a manner as to provide appropriate working conditions for proper maintenance of the fleet.

2. This project will directly produce benefits to system productivity and efficiency as it will allow us to extend the life of District facilities and equipment at a reasonable cost.

3. This project will address significant or regional goals or policies regarding maintenance of facilities so that environmental and safety hazards will be minimized.

4. This project will involve replacement or maintenance of facilities and equipment for maintaining existing service.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: July 1, 1993
Project: AC4 - MAINTENANCE OF FACILITIES/EQUIPMENT UPGRADE
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 93-94
Initial Clearances Required: CITY PERMITS, IF APPLICABLE

IMPLEMENTATION SCHEDULE:	FY 92-93 Q1 Q2 Q3 Q4	FY 93-94 Q1 Q2 Q3 Q4	FY 95-96 Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4
TASK 1:LIFE - CYCLE ANALYSIS	XXXXXXXXX					
TASK 2:STAGING REPLACEMENTS/REPAIRS		XXXX				
TASK 3:BOARD APPROVAL/PROJECT REVIEW		XX				
TASK 4:DEV. & ISSUE SPECS./RFP		XXXX				
TASK 5:AWARD CONTRACTS		XXXX				
TASK 6:IMPLEM. REPLACEMENTS/REPAIRS			XXXXXXXXXXX			
TASK 7:						

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 92-93	FY 93-94	FY 94-95			
FTA SEC. 9		$ 232,552				
FTA SEC. 3						
OTHER FED.						
LOCAL FUNDS						
SOURCE:B T		$ 58,138				
TOTAL FUNDS		$ 290,690				

SAN FRANCISCO / OAKLAND URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: BAY AREA RAPID TRANSIT

Section 9 Funds Available:

FY 1993-94 Apportionment (Estimate):	*$110,598,000*
FY 1992-93 Carryover Funds:	*$0*
Total:	*$110,598,000*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1993-94 Net Project Cost
	BART	$0		

	Program of Projects Capital Projects		Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
BART							
BA	ADA:Signage	$0	13	$423,000	$23,500	$23,500	$470,000
BA25(93)	St. & Gdwy Rehab.	$0	9	$2,841,495		$710,374	$3,551,869
BA41	Rail Replacement	$0	9	$3,060,885	$382,611	$382,611	$3,826,106
BA42	System Rehabilitation	$0	8	$3,750,000	$468,750	$468,750	$4,687,500
				$10,075,380	$874,861	$1,585,234	$12,535,475
	TOTAL GRANTEE PROGRAM:			$10,075,380			

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 94 of MTC's Transit Capital Priorities
(June 07, 1993)

1. OPERATOR: San Francisco Bay Area Rapid Transit District

2. PROJECT NAME: **ADA Key Station Plan - Signage**

3. PROJECT DESCRIPTION: Implementation of ADA Key Station Plan elements as required in 49 CFR, Part 37, Section 37.47. Includes accessible route and entry signage, and informational signage.

4. PROJECT CLASS: 6 (Stations), 21 (Accessibility)

5. SRTP PAGE REF: SRTP 3-23 CIP 50 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $423,000 SOURCE: Section 9 or 3

7. PROPOSED LOCAL MATCH (10%): $47,000 SOURCE: 50% Bridge Tolls
50% TP&D

8. TOTAL PROJECT COST: $470,000

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c), Categorical Exclusion (15)
CEQA STATUS: 15301 Existing Facilities Class I

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS

a. Was the private sector involved in the development on this project as set forth in your adopted policy?
__X__ No. _____ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?
_____ No. _____ Yes*: Will be competitively bid

c. Are there impediments affecting your ability to contract for the above named project?
__X__ No. _____ Yes: SRTP Page Reference _____

d. Have you received any formal complaints from the private sector regarding this project?
__X__ No. _____ Yes: SRTP Page Reference _____

12. ADDITIONAL PLANNING JUSTIFICATION:

In July 1992, the BART Board of Directors adopted the Key Station Plan in response to the American With Disabilities Act (ADA). The Plan was prepared in compliance with regulations set forth in 49 CFR Part 37, San

Section 37.47 including Appendix A, Section 10.3.2. The purpose of the Plan was to evaluate the BART system and to set forth a program for implementation of Key Station accessibility improvements.

The Plan includes: Determination of Key Stations; Evaluation of Existing Station Conditions; Improvements Needed to Meet ADA Regulations: Costs and Implementation Schedule; Request for Extension of Time; Explanation of Public Participation and Public Comments.

The target date for Key Station Plan compliance is the end of FY 96.

The BART Key Station Plan identified the following eleven first priority Key Stations:

12th Street	Concord	Montgomery
19th Street	Fremont	Powell
Berkeley	Embarcadero	Civic Center
Coliseum	Daly City	

The BART Key Station Plan identified the following nine second priority Key Stations:

Lake Merritt	Hayward	Richmond
MacArthur	Walnut Creek	Bay Fair
24th/Mission	Balboa Park	El Cerrito Del Norte

Of the twenty Key Stations, the first priority stations met most of the criteria for evaluating stations, while second priority stations met fewer criteria. In general, first priority stations would be implemented sooner than second priority stations. This project involves the following improvements:

Key Station Improvement	Start	Completion	Cost
Accessible Route/ Entry Signage	Oct 93	Sep 94	$ 254,000
Informational Signage	Oct 93	Sep 94	$ 216,000
Total Estimated Project Cost			*$ 470,000*

* (At the time the Key Station Plan was approved in July 1993, the cost estimate to structurally modify accessible fare and Credit/Debit Vendor equipment was not available. In December 1992, BART sent letters to the Federal Transit Administration and the Metropolitan Transportation Commission, indicating that preliminary cost estimates based on the negotiated procurement process to provide one accessible point of entry in each of the twenty Key Stations would be approximately $10 million.)

- ADA Key Station Plan and implementation requirements are set forth in 49 CFR Part 37, Section 37.47.
- The BART Key Station Plan was adopted in July 1992, in compliance with Federal regulations.
- The BART Key Station Plan calls for implementation of all Key Station improvements by June 1997.

- Proposed Project funding is essential to meet the June 1997 deadline.
- Improvements to BART Key Stations will improve the overall accessibility of the BART system for persons with disabilities and will make the BART system more convenient to use by all passengers.
- The BART Key Station Plan was subject to an extensive public participation process.
- The BART Accessibility Task Force, an advisory committee of the elderly and disability community recommended the BART Key Station Plan in June 1992.
- The proposed project is considered to be an urgent project. Project urgency is based on BART's request for an extension of time for all Key Stations on a station by station basis. This request was made because, the requirements for project scoping, design, public review, need for additional professional resources, availability of funding, identification of acceptable industry standards, project costs, construction and procurement procedures required by Federal, State and local regulations for each station, would result in extraordinarily expensive structural changes to, or replacement of existing facilities that are of similar magnitude and cost to major facilities alterations and meet the Federal Transit Administration threshold for Key Stations.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: **ADA Key Station Plan - Signage**
Operator: San Francisco Bay Area Rapid Transit District
Date: May 17, 1993

IMPLEMENTATION SCHEDULE:	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
Design & PE	===			
Advertise & award	===			
Installation	=====			
EXPENDITURE PLAN (000$):	FY 94	FY 95	FY	FY
FTA SEC. 9	423,000			
STATE TP&D	23,000			
BRIDGE TOLLS	24,000			
TOTAL FUNDS	470,000			

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 94
of MTC's FY94 Transit Capital Priorities
(June 07, 1993)

1. OPERATOR: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2. PROJECT NAME: STATION & GUIDEWAY REHABILITATION FY94
(R-STGD94.PJW)

3. PROJECT DESCRIPTION: Replace various worn and obsolete components and subsystems, and rehabilitate various facilities, in stations.

4. PROJECT CLASS: 6 (Passenger Stations)

5. SRTP PAGE REFERENCE: CIP 34,35,36,46 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 2,841,495 SOURCE: Section 9

7. PROPOSED LOCAL MATCH: $ 710,374 SOURCE: Bridge Tolls

8. TOTAL PROJECT COST: $ 3,551,869 see Expenditure Plan

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c), CE (18)
CEQA STATUS: 15301 Existing Facilities Class I

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No _____ Yes

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No _____ Yes* *(will be competitively bid)*

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No _____ Yes

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No _____ Yes

12. ADDITIONAL PLANNING JUSTIFICATION:

This funding will be applied toward individual high priority projects such as: Repair structural damage in platform substructures ($390,000); Replace anti-skid coatings on station stairs ($275,000); Repair structural damage to Lake Merritt Station roof ($355,000); Replace radio call voice recorders ($50,000); Corrosion protection of steel tunnel liner rings and structural girders ($700,000); Replace subway sump pumps ($1,782,000).

This project is to replace various worn and obsolete components of the stations. Passengers will directly benefit due to added comfort and convenience. Maintenance efficiencies result when old equipment is replaced with modern equipment.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: June 07, 1993

Project: Station & Guideway Rehabilitation FY94
Operator: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

IMPLEMENTATION SCHEDULE:	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4	FY 97 Q1 Q2 Q3 Q4
Develop Specification	=====			
Bid/Award	======			
Delivery	====	=====		
Installation	==	==========	======	
	delivery of individual elements will vary			

EXPENDITURE PLAN (000$):	FY 94	FY 95	FY 96	FY 97
FTA SEC. 9	1,706	852	284	
STATE/LOCAL	426	213	71	
TOTAL FUNDS	2,132	1,065	355	

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 94
of MTC's FY94 Transit Capital Priorities
(June 07, 1993)

1. OPERATOR: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2. PROJECT NAME: RAIL REPLACEMENT (R-RAIL94.PJW)

3. PROJECT DESCRIPTION: Replace worn rail and rail components throughout the system.

4. PROJECT CLASS: 4 (Transit Way)

5. SRTP PAGE REFERENCE: CIP 28 & 35 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 3,060,885 SOURCE: Section 9

7. PROPOSED LOCAL MATCH: $ 765,221 SOURCE: 50% Bridge Tolls
50% TP&D

8. TOTAL PROJECT COST: $ 3,826,106 see Expenditure Plan

9. PRIOR FTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c), CE (18)
CEQA STATUS: 15301 Existing Facilities Class I

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No _____ Yes

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No _____ Yes* *(will be competitively bid)*

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No _____ Yes

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No _____ Yes

12. ADDITIONAL PLANNING JUSTIFICATION:

This project will benefit transit passengers directly by ensuring greater safety and a smoother, quieter ride. The project consists of replacing worn rail (especially on curves) and related track components such as rail lubricators, insulated joints and rail fasteners.

BART trains travel up to 80 mph, with an acceleration rate of 4.4 feet per second squared (ft/sec/sec) while operating under a fully automated train control system. For this reason, it is important that the track structure be maintained at a level exceeding Federal Railway Administration and other transit systems safety requirements. Therefore, rail on the BART system must be replaced every 5-7 years.

In addition to the rail and switch component replacement, various other components of the trackway must be replaced. These components include rail lubricators, insulated joints, direct fixation rail fasteners, timber at different maintenance of way access points. None of these components have ever been replaced, all are nearly 20 years old and all are failing with increased frequency.

The rail lubricators produce lubrication for sections of curved rail in order to reduce friction between the rail and the revenue vehicle wheels. The lubrication reduces wear on the rail and on the vehicle wheels, and lessens wheel screeching which is extremely irritating to the passengers.

Insulated joints are used in track switches, for purposes of train control. When one of these joints fails, the train control system detects an occupancy. Trains approaching this "false" occupancy must be operated in road manual which can create significant train delays, thereby directly impacting transit passengers.

Direct fixation rail fasteners are used to keep the rail in proper gauge, alignment and surface, and will reduce maintenance. Rail fasteners on sharp curves are rapidly approaching the point where change out is necessary to ensure the integrity of the trackway.

The trackbed at maintenance of way access points is made of wood and has deteriorated due to constant exposure to the elements. Replacement will reduce maintenance of the access points.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: June 07, 1993
Project: Rail Replacement FY94
Operator: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

IMPLEMENTATION SCHEDULE:	FFY 94 Q1 Q2 Q3 Q4	FFY 95 Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4
Procurement	=======			
Installation	====	==========		

EXPENDITURE PLAN (000$):	FFY 94	FFY 95		
FTA SEC. 9	2,694	367		
STATE/LOCAL	673	92		
TOTAL FUNDS	3,367	459		

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 94
of MTC's FY94 Transit Capital Priorities
(June 07, 1993)

1. OPERATOR: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2. PROJECT NAME: SYSTEM REHABILITATION FY94
(R-SYSTM.PJW)

3. PROJECT DESCRIPTION: Replace various worn and obsolete system and station equipment, rehabilitate various facilities, and replace service vehicles.

4. PROJECT CLASS: 6 (Passenger Stations) 4 (Transit Way)

5. SRTP PAGE REFERENCE: CIP 35,36,40,41 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 3,750,000 SOURCE: Section 9

7. PROPOSED LOCAL MATCH: $ 937,500 SOURCE: 50% Bridge Tolls
50% TP&D

8. TOTAL PROJECT COST: $ 4,687,500 see Expenditure Plan

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c), CE (18)
CEQA STATUS: 15301 Existing Facilities Class I

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No _____ Yes

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No _____ Yes* *(will be competitively bid)*

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No _____ Yes

d. Have you received any formal complaints from the private sector regarding this project?
__X__ No _____ Yes

12. ADDITIONAL PLANNING JUSTIFICATION:

BART proposes to use this funding for a program of ***System Rehabilitation*** projects for high priority individual projects such as the following: Reroof various facilities ($500,000); Replace critical right-of-way fencing ($275,000); Rehabilitate security grill gates at various stations ($500,000); Repair structural damage to Lake Merritt Channel subway ($1,550,000); Replace platform edge tile in various stations ($1,500,000); Replace various service vehicles ($362,000).

This project is to replace various worn and obsolete components of the stations, system subway, and non-revenue service vehicles. Passengers will directly benefit due to added comfort and convenience. Maintenance efficiencies result when old equipment is replaced with modern equipment.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: June 07, 1993
Project: System Rehabilitation FY94
Operator: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

IMPLEMENTATION SCHEDULE:	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4	FY 97 Q1 Q2 Q3 Q4
Develop Specification	=======			
Bid/Award	====	======		
Delivery	==	==========	===	
Installation	installation of individual elements will vary			

EXPENDITURE PLAN (000$):	FY 94	FY 95	FY 96	FY 97
FTA SEC. 9	750	2,625	375	
STATE/LOCAL	188	656	94	
TOTAL FUNDS	938	3,281	469	

SAN FRANCISCO / OAKLAND URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: CONTRA COSTA COUNTY TRANSIT AUTHORITY

Section 9 Funds Available:

FY 1993-94 Apportionment (Estimate):	*$110,598,000*
FY 1992-93 Carryover Funds:	*$0*
Total:	*$110,598,000*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1993-94 Net Project Cost
	CCCTA	$1,605,404	$12,189,271	$13,794,675

	Program of Projects Capital Projects		Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
CCCTA							
CC05	30 STD Repl Buses	$0	14	$6,666,420		$1,602,330	$8,268,750
CC08	MIS Replacement	$0	9	$464,449		$116,112	$580,561
CC17	Repl. Non-Rev. Veh (5)	$0	9	$46,758		$11,690	$58,448
				$7,177,627	$0	$1,730,132	$8,907,759
	TOTAL GRANTEE PROGRAM:			$8,783,031			

Date: June 4, 1993
FY94

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for the Nine-year Program
of MTC's Transit Capital Priorities

1. **OPERATOR:** Central Contra Costa Transit Authority

2. **PROJECT NAME:** CC05 30 Replacement Buses

3. **PROJECT DESCRIPTION:** Replace 30 CCCTA buses and related equipment including fare-boxes, headsigns, air conditioning, wheelchair lifts, radios, and spare engine packages.

4. **PROJECT CLASS:** New/used Revenue Vehicles

5. **SRTP PAGE REFERENCE:** Pg. III-14 **TIP PAGE REFERENCE:** 1-6-24

6. **PROPOSED FEDERAL FUNDING:** $ 6,666,420 **SOURCE:** Section 9

7. **PROPOSED LOCAL MATCH** 19.4% $ 1,602,330 **SOURCE:** Bridge Tolls

8. **TOTAL PROJECT COST:** $8,268,750

9. **PRIOR FTA FUNDING:** None

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

NEPA STATUS: 23 CFR 771.117(c)(17).
CEQA STATUS: 14 Cal. Admin. Code, Section 15302.

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS** (CIRCULAR 7005.1):

a. Was the private sector involved in the development of this project as set forth in your adopted policy?

____ No. ____ Yes: SRTP Page Reference

b. Were the proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

____ No. ____ Yes: SRTP Page Reference
(If yes, how were those proposals evaluated? Reference)

c. Are there impediments affecting your ability to contract for the above named project?

____ No. ____ Yes: SRTP Page Reference
(If yes, have you taken measures to address the impact of these impediments? Reference)

d. Have you received any formal complaints from the private sector regarding this project?

____ No. ____ Yes: SRTP Page Reference
(If yes, how have the complaints been addressed? Reference)

12. **ADDITIONAL PLANNING JUSTIFICATION:**

This project involves the routine replacement of CCCTA buses at the end of their useful lives. Consistent with federal policy, CCCTA's standard for replacement of revenue vehicles is after 12 years of service. The 30 vehicles being replaced were purchased and put into service, by CCCTA, in 1983. Each bus will be equipped with a farebox, two-way radio, air conditioning, electronic headsign, and wheelchair lift.

Routine replacement of CCCTA's revenue fleet is essential to the safe and economical provision of local mass transportation services. After 12 years of continuous service, transit coaches are at the end of their useful lives, notwithstanding a regular preventative maintenance program. By this time, 12-year old buses can no longer be operated without incurring significantly increased maintenance costs as components begin to fail. By regularly replacing antiquated coaches, CCCTA can continue to operate efficient, safe and reliable bus service that is not subject to disruption and patron inconvenience because of breakdowns and roadcalls.

As this project involves the replacement of worn equipment on a one-for-one basis, there are no unique or incremental costs directly associated with this project. CCCTA does not expect to incur additional costs as a result of this project. In fact, this project is an essential element in CCCTA's efforts to continue operating safe, reliable, and economical bus service. The foregoing of this project would likely result in additional costs as buses that have exceeded their useful lives require higher levels of maintenance and, consequently, labor hours and parts to be kept in service.

Date: June 4, 1993
FY94

Central Contra Costa Transit Authority
Project Justification Worksheet
Implementation Schedule/Expenditure Plan

Project Name: 30 Replacement Buses

Project No.: CC-05

Funding Source: FTA Section 9

Implementation Schedule

1.	Anticipated date of execution of funding agreement	March 1, 1994
2.	Release of competetive procurement documents	May 1, 1994
3.	Bid Opening	June 15, 1994
4	Award of contract	July 15, 1994
5.	CCCTA/vendor contract execution	August 30, 1994
6.	Production of buses	Sept 1 - Jan 30, 1995
7.	CCCTA acceptance of buses	March 15, 1995

Expenditure Plan

1. 10% of contract value paid to vendor at "Notice to Proceed"
2. 25% of contract value paid to contractor at 2 months
3. 25% paid at 4 months
4. 25% paid at 6 months
5. 15% paid at CCCTA acceptance of buses

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for the Nine-year Program
of MTC's Transit Capital Priorities

1. **OPERATOR:** Central Contra Costa Transit Authority
2. **PROJECT NAME:** CC08 Management Information System (MIS) Replacement
3. **PROJECT DESCRIPTION:** Replacement of minicomputer CPU, system components, 35 terminals, 8 laser printers, 2 dot matrix printers, and one line printer along with related peripheral equipment.
4. **PROJECT CLASS:** Data Processing
5. **SRTP PAGE REFERENCE:** Pg. III-16 **TIP PAGE REFERENCE:**
6. **PROPOSED FEDERAL FUNDING:** $464,449 **SOURCE:** Section 9
7. **PROPOSED LOCAL MATCH (20%):** $116,112 **SOURCE:** Bridge Tolls
8. **TOTAL PROJECT COST:** $580,561
9. **PRIOR FTA FUNDING:** None
10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS: 23 CFR 771.117(c)(19).
    CEQA STATUS: 14 Cal. Admin. Code, Section 15301.

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS** (CIRCULAR 7005.1):

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    ____ No. ____ Yes: SRTP Page Reference

    b. Were the proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    ____ No. ____ Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference)

    c. Are there impediments affecting your ability to contract for the above named project?

    ____ No. ____ Yes: SRTP Page Reference
    (If yes, have you taken measures to address the impact of these impediments? Reference)

    d. Have you received any formal complaints from the private sector regarding this project?

    ____ No. ____ Yes: SRTP Page Reference
    (If yes, how have the complaints been addressed? Reference)

12 ADDITIONAL PLANNING JUSTIFICATION:

CCCTA utilizes two minicomputers to support the vast majority of its data processing requirements. These requirements include financial accounting, payroll, inventory, purchasing, fixed assets, vehicle maintenance, and ridership and operating statistic management. The minicomputers are also used to support general office automation functions, including word processing, document processing, financial spreadsheet analysis, document filing, and electronic messaging. The functions encompass and affect virtually all administrative functions as well as a number of operations and maintenance functions. Disruption of these activities would have a direct negative impact on the provision of on-street transit services.

The Authority uses a six year timeline for depreciation and replacement of its data processing hardware. This timeline is sufficiently long to ensure complete amortization of the value of data processing equipment, yet is a sufficiently brief period to permit the Authority to remain roughly in step with technological improvements.

This project proposes to fund replacement of a minicomputer CPU and peripheral equipment (terminals, printers, and communications devices) used by CCCTA staff to access and use the minicomputer it relies upon for its data processing needs. The equipment to be replaced was acquired using a combination of federal and local funds during the period 1986-1988. The equipment will have reached the end of its useful life by the period 1993. This will be due to a number of factors including:

1) Loss of functionality due to lack of compatibility with current generations of applications software.

2) Loss of functionality due to increased hardware failure rates and associated increases in maintenance costs.

3) Loss of functionality due to absence of commonly required operating features.

Successful replacement of the equipment proposed by this project will have the following benefits:

1) Continued ability to effectively utilize functionality of existing resource investment in minicomputer hardware and software systems;

2) Continued uninterrupted provision of basic administrative functions which support transit operations, including payroll, accounting, farebox control, and word document processing activities.

3) Avoidance of increased hardware maintenance costs. The peripheral hardware equipment proposed for replacement as part of this project is not rated for use beyond a six-year period. Failure to effect scheduled replacement would clearly lead to increased hardware failure rates and associated costs.

The CCCTA Finance Department utilizes a five-year Data Processing Systems Plan, to guide development and maintenance of its data processing systems. That plan is reviewed and approved by the CCCTA Board of Directors. This project is a scheduled replacement component of that plan.

Date: June 4, 1993
FY94

Central Contra Costa Transit Authority
Project Justification Worksheet
Implementation Schedule/Expenditure Plan

Project Name: MIS Replacement

Project No.: CC-08

Funding Source: FTA Section 9

Implementation Schedule

1.	Anticipated date of execution of funding agreement	March 1, 1994
2.	Release of competetive procurement documents	May 1, 1994
3.	Bid Opening	June 15, 1994
4.	Award of contract.	July 15, 1994
5.	CCCTA/vendor contract execution	August 30, 1994
6.	Delivery/installation of equipment	December 1, 1994

Expenditure Plan

1. 10% of contract value paid to vendor at "Notice to Proceed"
2. 25% of contract value paid to contractor at 2 months
3. 25% to be paid at delivery of equipment
4. 40% to be paid at CCCTA acceptance

Date: June 4, 1993
FY94

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for the Nine-year Program
of MTC's Transit Capital Priorities

1. **OPERATOR:** Central Contra Costa Transit Authority

2. **PROJECT NAME:** cc17 Service Vehicle Replacement (2)

3. **PROJECT DESCRIPTION:** Replace CCCTA nonrevenue service vehicles including supervisors' sedans, staff sedans, and utility trucks.

4. **PROJECT CLASS:** Service Vehicles/Revenues Vehicles Movement Control

5. **SRTP PAGE REFERENCE:** Pg. III-14 **TIP PAGE REFERENCE:** 1-9-5

6. **PROPOSED FEDERAL FUNDING:** $46,758 **SOURCE:** Section 9

7. **PROPOSED LOCAL MATCH (20%):** $11,690 **SOURCE:** Bridge Tolls

8. **TOTAL PROJECT COST:** $58,448

9. **PRIOR FTA FUNDING:** None

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS: 23 CFR 771.117(c)(17).
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302.

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS** (CIRCULAR 7005.1):

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    ____ No. ____ Yes: SRTP Page Reference

    b. Were the proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    ____ No. ____ Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference)

    c. Are there impediments affecting your ability to contract for the above named project?

    ____ No. ____ Yes: SRTP Page Reference
    (If yes, have you taken measures to address the impact of these impediments? Reference)

    d. Have you received any formal complaints from the private sector regarding this project?

    ____ No. ____ Yes: SRTP Page Reference
    (If yes, how have the complaints been addressed? Reference)

12. **ADDITIONAL PLANNING JUSTIFICATION:**

This project involves the routine replacement of service vehicles in CCCTA's nonrevenue fleet. It includes replacement of four service trucks and nine staff and street supervisors' sedans. The trucks are used by maintenance staff to make roadcalls and to pick up parts from suppliers. The staff automobiles are used by administrative staff to attend meetings and to conduct field investigations within the CCCTA service area. Additionally, these vehicles are used to service timetables and pass outlets located at a variety of places throughout the CCCTA service area. The supervisors' sedans are used to monitor the operation of CCCTA buses and their operators when in service.

This project is part of CCCTA's continuing program to replace Authority nonrevenue vehicles at the end of their useful lives. This program is based on a replacement schedule which includes the following standards for determining when such vehicles are candidates for replacement:

- *Age:* Generally, automobiles and service trucks should be at least four years old before they are eligible for replacement.
- *Mileage:* Automobiles should have at least 75,000 miles; service trucks, 65,000.

The vehicles within this project will have reached both stages by the time they are slated to be replaced.

Replacement of nonrevenue vehicles at the end of their lives is the most economical alternative available. It avoids incurring high operating expenses to repair and maintain vehicles past the end of their useful lives when major components begin to fail and repair costs increase significantly.

This project is part of a vehicle replacement program that will occur over four fiscal years. Listed below is a schedule of vehicle replacement for this project:

# of Vehicles	Yearly Cost
1 Van & 1 Truck	$58,448

Central Contra Costa Transit Authority
Project Justification Worksheet
Implementation Schedule/Expenditure Plan

Project Name: Service Vehicle Replacement

Project No.: CC-17

Funding Source: FTA Section 9

Implementation Schedule

1.	Anticipated date of execution of funding agreement	March 1, 1994
2.	CCCTA notification to state of California Procurement Office of "specifications" for vehicles	March 15, 1994
3.	State Procurement Office release of "Purchase Order" to CCCTA	April 1, 1994
4.	Vendor delivery of vehicles to CCCTA	June 30, 1994

Expenditure Plan

1.	Full payment to vendor at CCCTA acceptance of vehicles	June 30, 1994

SAN FRANCISCO / OAKLAND URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: CalTrain

Section 9 Funds Available:

FY 1993-94 Apportionment (Estimate):	*$110,598,000*
FY 1992-93 Carryover Funds:	*$0*
Total:	*$110,598,000*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1993-94 Net Project Cost
	CalTrain	$716,477	$8,293,317	$9,009,794

	Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
CalTrain						
CT03	Key Stn Access (SF)	13	$3,121,200	$780,300		$3,901,500
CT06	Track Rehab (SF)	13	$4,590,000	$573,750	$573,750	$5,737,500
			$7,711,200	$1,354,050	$573,750	$9,639,000
	TOTAL GRANTEE PROGRAM:		$8,427,677			

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 94-02
MTC's Transit Capital Priorities

1. OPERATOR: Joint Powers Board (JPB)

2. PROJECT NAME: Key Station Accessibility

3. PROJECT DESCRIPTION: Retrofit "key" PCS stations to provide access to disabled and elderly passengers in compliance with ADA.

4. PROJECT CLASS: (6) Passenger Stations

5. SRTP PAGE REFERENCE: FY94-02, page 64 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $5,100,000 (FY 1994) SOURCE: Section 9

7. PROPOSED STATE FUNDING (%): n/a SOURCE: n/a

   PROPOSED LOCAL MATCH (20%): $1,275,000 (FY 1994) SOURCE: Prop. 116 Bond

8. TOTAL PROJECT COST: $6,375,000 (FY 1994)
   DOES NOT INCLUDE ROLLED OVER FY 1993 PROGRAMMED FUNDS IN SAN JOSE UZA

9. PRIOR UMTA FUNDING: CA-90-X544: $4,419,200 (portion rolled over to FY 1994)

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

    NEPA STATUS: 23 CFR 771.117(c)(8)(15)
    CEQA STATUS: Cal Admin Code, Sec 15301(a)(c)

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
    (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

    a. Was the private sector involved in the development on this project as set forth in your adopted policy?

       ____ No. __X__ Yes: SRTP Page Reference __p65____

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

       __X__ No. _____ Yes: SRTP Page Reference _____
       (If yes, how were those proposals evaluated? Reference _____)

    c. Are there impediments affecting your ability to contract for the above named project?

       __X__ No. _____ Yes: SRTP Page Reference _____
       (If yes, have you taken measures to address the impact of these impediments? Reference _____)

    d. Have you received any formal complaints from the private sector regarding this project?

       __X__ No. _____ Yes: SRTP Page Reference _____
       (If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

As required by the Americans with Disabilities Act (ADA), Caltrans/JPB intends to retrofit key CalTrain stations to provide access to disabled and elderly passengers. Although the "key" CalTrain stations have not yet been identified, Caltrans is assuming that at a minimum the following stations will designated. Major tunnel replacement or restructuring will be required at San Jose and Palo Alto and extensive ramping will be required at Hillsdale. The other stations listed will need comparatively minor retrofitting, including restroom modification, braille signage and platform tile installation.

TOTAL KSA PROGRAM

STATION	SCOPE OF WORK	COST
San Francisco	Minor modifications, inc. street access, door modification, signing and platform tiles.	$200,000
San Mateo	Minor modifications, inc. signing and platform tiles	$100,000
Hillsdale	Ramping, retaining walls, restroom modification, signing and tiles	$2,000,000
Redwood City	Minor modifications, inc. signing and platform tiles	$100,000
Palo Alto	Rebuild/replace tunnels (2), signing and platform tiles	$3,000,000
Mountain View	Minor modifications, inc. signing and platform tiles	$100,000
Sunnyvale	Modify restooms, building access, signing and platform tiles	$300,000
Santa Clara	Minor modifications, inc. signing and platform tiles	$100,000
San Jose	Rebuild/replace tunnels, signing and platform tiles	$5,500,000
Tamien	Already Accessible	No Cost
	TOTAL	$11,400,000

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Key Station Accessibility.
Operator: JPB
Date: July 15, 1993

Initial Clearances Required: n/a
(Further clearances marked below with "o")

Implementation Schedule	FY94				FY95			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Preliminary Engineering			X					
Final Engineering			X	X				
Construction/Rehabilitation					X	X	X	

Funding Sources	FY93*	FY94
FTA Section 3		
FTA Section 9	$1,833,300	$5,100,000
Title 23(I280)		
Prop.108		
Prop.116	$458,325	$1,275,000
Bridge Tolls		
STA		
Total	$2,291,625	$6,375,000

* The JPB has first call on section 9 funding in the San Jose UZA for this portion of funds previously applied for in FY 1993.

FY 1994-2000 MTC Capital Priorities Listing

FY	PROJECT	SF/OAK UZA	SJ UZA	LOCAL	TOTAL
94	Key Station Access	$3,121,200	$3,812,100*	$1,733,325**	$8,666,625

* Includes $1,833,300 originally programmed for FY 1993
** 20% local match

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 94-02
MTC's Transit Capital Priorities

1. OPERATOR: Joint Powers Board (JPB)

2. PROJECT NAME: Track Rehabilitation

3. PROJECT DESCRIPTION: System wide track rehabilitation including: ballast, CWR, .

4. PROJECT CLASS: Transit Way

5. SRTP PAGE REFERENCE: FY94-02, page 64 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $7,500,000 SOURCE: Section 9

7. PROPOSED STATE FUNDING (%): n/a SOURCE: n/a

PROPOSED LOCAL MATCH (20%): $1,500,000 SOURCE: Prop. 116 Bond

8. TOTAL PROJECT COST: $9,000,000

9. PRIOR UMTA FUNDING: CA-90-X285: $5,795,868 (Caltrans)
CA-90-X335: $2,745,343 (Caltrans)
CA-90-X544: $5,251,446 (JPB) Rolled over due to designation issue.

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117(c)(8)(15)
CEQA STATUS: Cal Admin Code, Sec 15301(a)(c)

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

___ No. __X__ Yes: SRTP Page Reference __p____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

This track rehabilitation project is an ongoing project of improvements to the JPBPCS railroad track between San Francisco and San Jose. The project includes the replacement and installation of Continuous Welded Rail (CWR) , tie replacement, curve rail replacement, surfacing, station area track rehabilitation and bridge rail rehabilitation. The individual projects have been identified and categorized in level of importance by the JPB's rail consultants, Woodside Consulting.

The JPB, with the guidance of Woodside Rail Consultants, have identified an ongoing program of track rehabilitation projects up to FY2002. These projects are essentially an extension or continuation of projects previously undertaken by Caltrans prior to their relinquishment of control in 1992. Detailed surveys of the current (1993) condition of the track were undertaken by Woodside Consultants. The results of the survey were translated into a comprehensive track rehabilitation program which has been identified in the current JPB Caltrain Nine Year Plan adopted in September 1992. The FY 1994-2002 SRTP is currently in draft stage and is estimated to be adopted in September 1993.

The track rehabilitation program includes the rehabilitation and replacement of curve rail, jointed rail with CWR, crossties, surfacing and ballast, rail top grinding and contouring, and rehabilitation of grade crossings.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Track Rehabilitation.
Operator: JPB
Date: July 15, 1993

Initial Clearances Required: n/a
(Further clearances marked below with "o")

Implementation Schedule	FY94				FY95			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Preliminary Engineering			X					
Final Engineering			X	X				
Construction/Rehabilitation					X	X	X	

Funding Sources	FY93*	FY94
FTA Section 3		
FTA Section 9	$1,598,148	$7,500,000
Title 23(I280)		
Prop.108		
Prop.116	$399,537	$1,500,000
Bridge Tolls		
STA		
Total	$1,997,685	$9,000,000

* The JPB has first call on section 9 funding in the San Jose UZA for this portion of funds previously applied for in FY 1993.

FY 1994-2000 MTC Capital Priorities Listing

	PROJECT	SF/OAK UZA	SJ UZA	LOCAL	TOTAL
94	Track Rehabilitation	$4,590,000	$4,508,148*	$1,899,537**	$10,997,685

* Includes $1,598,148 originally programmed for FY 1993
** 20% local match

SAN FRANCISCO / OAKLAND URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: Golden Gate Bridge and Highway Transit District

Section 9 Funds Available

FY 1993-94 Apportionment (Estimate)	*$110,598,000*
FY 1992-93 Carryover Funds	*$0*
Total	*$110,598,000*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1993-94 Net Project Cost
	GGBHTD	$1,567,832	$51,477,768	$53,045,600

Program of Projects Capital Projects		Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
GGBHTD						
GG	Larkspur Ferry	Commit.	$3,443,411	$1,706,689	$949,900	$6,100,000
GG01	Repl Buses (34)	14	$8,999,222	$0	$2,176,918	$11,176,140
			$12,442,633	$1,706,689	$3,126,818	$17,276,140
	TOTAL GRANTEE PROGRAM:		$14,010,465			

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For **AMENDED** FY 1993/94
of MTC's Transit Capital Priorities

1. OPERATOR: GGBHTD

2. PROJECT NAME: Expansion Ferry Vessel

3. PROJECT DESCRIPTION: Reprogram from FY 1990/91 and purchase a new, faster ferry vessel to expand Larkspur ferry service.

4. PROJECT CLASS: New or used revenue vehicle

5. FY90/91 SRTP PAGE REFERENCE: 96 FY90/91 TIP PAGE REFERENCE: I-6-44

6. PROPOSED FEDERAL FUNDING: $3,443,411 SOURCE: FTA 9

7. PROPOSED LOCAL MATCH: $ 2,656,589 SOURCE: TCI,CATIA,STA,OP

8. TOTAL PROJECT COST: $ 6,100,000

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: EIR/S

NEPA STATUS: Estimated delivery date: January 1994
CEQA STATUS: Estimated delivery date: January 1994

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference _pp.32,33__

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

____ No. __X__ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference Various correspondence available upon request.)

12. ADDITIONAL PLANNING JUSTIFICATION:

The Regional Ferry Plan for the San Francisco Bay Area, October 1991, recommends an expansion of Larkspur and Sausalito ferry services using two new fast ferry vessels. The first new vessel would be purchased with reprogrammed FY 1990/91 federal funds. These funds were originally programmed for a replacement vessel with no service expansion. The MTC amended the original project description to allow the funds to be used for an expansion vessel. Service expansion requires preparation of an EIR/S. The environmental evaluation is underway and will delay implementation of the project to the end of FY 1993/94. The District has assembled a funding program utilizing a combination of State of California (TCI, CATIA and STA), District reserves and FTA Section 9 funds totaling $6.1 million for purchase of the expansion vessel. The District will consider the feasibility of purchasing a second new vessel for the Larkspur ferry service based on the operating performance of the first expansion vessel.

The new vessel will likely be a 30 to 40 knot, twin hull, 350 passenger ferry. In combined service with the 3 existing vessels, the District would operate 30 minute headways between Larkspur and San Francisco during the AM peak period. Midday headways would be improved to hourly compared to the present 120 minute headway. The total number of weekday crossings would be increased from 28 to 42 per day. Travel time would be reduced to 30 minutes, from the current 45 to 50 minute crossing, making the ferry service faster than automobile travel.

The new vessel will be fully accessible to persons with disabilites in accordance with ADA. Accessibility features comprise about $50,000 to $100,000 of the vessel cost.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
Date: June 4, 1993
Project: Expansion Ferry
Operator: GGBHTD

Initial Clearances Required: None

IMPLEMENTATION SCHEDULE:	FY 94 Q1	Q2	Q3	Q4	FY 95 Q1	Q2	Q3	Q4	FY 96 Q1	Q2	Q3	Q4	FY 97 Q1	Q2	Q3	Q4
TASK 1: Grant Approval		O														
TASK 2: Bid Specs	*	*														
TASK 3: Bid & Award			*													
TASK 4: Delivery			*		*	*	*									

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 94	FY 95	FY 96	FY 97
FTA SEC. 9	$3,443,411			
FTA SEC. 3				
OTHER FED.				
STATE TP&D	$ 900,000			
ARTICLE XIX				
RAIL BONDS				
CATIA BONDS	$ 806,689			
OTHER STATE				
LOCAL FUNDS				
SOURCE: STA	$ 900,000			
OP	$ 49,900			
TOTAL FUNDS	$6,100,000			

PROJECT JUSTIFICATION WORKSHEET
For **AMENDED** Projects Submitted For FY 1993/94
of MTC's Transit Capital Priorities

1. OPERATOR: GGBHTD

2. PROJECT NAME: Replacement Buses

3. PROJECT DESCRIPTION: Purchase 34 buses in FY94 to replace 18 GMC Newlook inaccessible buses over 20 years old and to replace 16 GMC-RTS buses over 12 years old.

4. PROJECT CLASS: New or Used Revenue Vehicles

5. SRTP PAGE REFERENCE: page 92 TIP PAGE REFERENCE: 1-6-42

6. PROPOSED FEDERAL FUNDING: $8,999,222 FY94 SOURCE: FTA 9

7. PROPOSED LOCAL MATCH: $2,176,918 FY94 SOURCE: STA,OP

8. TOTAL PROJECT COST: $11,176,140 FY94.

9. PRIOR FTA FUNDING: $5,125,000 from CA-90-X098, $9,120,000 from CA-90-X239, $5,040,000 from CA-90-X281, $5,292,000 from CA-90-X328

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: CE

NEPA STATUS: 23 cfr 771.115b20
CEQA STATUS: 14 Cal.Admin.Code, Article 19, Section 15302

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. _X_ Yes: SRTP Page Reference _pp. 33,34_

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_X_ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

_X_ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

____ No. __X__ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference __Various correspondence available on request_)

12. ADDITIONAL PLANNING JUSTIFICATION:

Seven years ago, with regional and federal concurrence, the District established a "seat for seat" policy of replacing 25 of its 242 GMC new look buses with 30 new buses per year to gradually retire the older buses before they become too expensive to maintain at the high standard required for the long distance Golden Gate Transit intercounty operation. The additional 5 buses per year were needed to offset a loss of seats as the 49 seat new look buses were being replced with wheelchair lift equipped buses with only 41 seats. A total of 289 new buses were programmed to replace the 242 new look buses.

Between 1983 and 1987, in response to declining patronage, the District retired more buses than it purchased, resulting in a reduction in its fleet size from 275 to 239 buses. However in 1989, to accommodate an upturn in the patronage of existing transbay commute bus services, the District began reinstating services and thus over the next several years more buses were purchased than retired.

During FY90, 80 new wheelchair lift equipped TMC-RTS buses with 39 seats were delivered and put into existing GGT service. The District purchased 63 new TMC-RTS buses with 40 seats in FY91 using FTA Section 9 grants for FY89 and FY90. Of the original 242 new look buses, 58 remained in the GGT active fleet of 277 buses at the end of 1992.

In 1991, FTA directed the District to discontinue its "seat for seat" replacement program as it was contrary to FTA definition of bus replacement on a "unit for unit" basis. The District will use FY91 FTA 9 funds to purchase 37 inter-city buses with wheelchair lifts in FY94. Upon receiving these buses, 37 GMC new look buses with no wheelchair lift, averaging between 20 and 23 years old and between 600,000 and 800,000 miles, would be sold.

The District has developed a new replacement schedule to conform to the FTA "unit for unit" replacement policy and also to conform to FTA and regional policy allowing buses to be replaced at 12 years of age. The new schedule for the next 9 years is as follows: program 34 replacement buses in FY 94; 51 buses in FY 96; 4 buses in FY 98; 21 buses in FY 2000; and 43 buses in FY 2002.

In FY94 funds are programmed to replace all remaining inaccessible GMC new look buses (except for one coach which will be preserved for historical interest). The first group of wheelchair accessible buses in the fleet, 16 GMC-RTS low floor, bench seat city-buses which will have seen heavy use over a 13 year period accumulating over 525,000 miles, are also to be replaced.

Without the replacement of the existing aging fleet, the bus service will degradate as coaches require more frequent repair and become increasingly unavailable for revenue service, and become less reliable and subject to increased probability of road failure. New buses should require less costly maintenance and should be more

efficient and environmentally friendly to operate than the existing buses they replace.

Bus replacement is also the key element of the District's plans to provide transit services which are accessable to disabled persons in accordance with FTA Section 504. It is the District's goal to provide a 100% accessible bus fleet by the end of FY94. About 6.3% of the cost of a bus is for accessibility related equipment.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
Date: June 4, 1993
Project: Replacement Buses
Operator: GGBHTD

Initial Clearances Required: None

IMPLEMENTATION SCHEDULE:	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4	FY 97 Q1 Q2 Q3 Q4
TASK 1: Grant Approval	O			
TASK 2: Bid Specs	*			
TASK 3: Bid & Award	*			
TASK 4: Delivery		* * * *		

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 94	FY 95	FY 96	FY 97
FTA SEC. 9		$8,999,222		
FTA SEC. 3				
OTHER FED.				
STATE TP&D				
ARTICLE XIX				
RAIL BONDS				
PCL BONDS				
OTHER STATE				
LOCAL FUNDS		$2,176,918		
SOURCE: STA				
OP				
TOTAL FUNDS		$11,176,140		

SAN FRANCISCO / OAKLAND URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: LAVTA

Section 9 Funds Available:

FY 1993-94 Apportionment (Estimate)		*$110,598,000*
FY 1992-93 Carryover Funds		*$0*
	Total	*$110,598,000*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1993-94 Net Project Cost
	LAVTA	$554,311	$2,633,103	$3,187,414

Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
LAVTA					
No Capital Projects		$0		$0	$0
TOTAL GRANTEE PROGRAM:		$554,311			

SAN FRANCISCO / OAKLAND URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: San Francisco Municipal Railway

Section 9 Funds Available:

FY 1993-94 Apportionment (Estimate):	*$110,598,000*
FY 1992-93 Carryover Funds:	*$0*
Total:	*$110,598,000*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1993-94 Net Project Cost
	MUNI	$7,065,199	$173,556,001	$180,621,200

Program of Projects Capital Projects		Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
MUNI						
MU19	Metro Access Improvement	14	$960,000	$53,333	$53,333	$1,066,667
MU25	ATCS	14	$14,000,000	$1,750,000	$1,750,000	$18,700,000
MU19	Metro Access Improvement	13	$40,000	$2,222	$2,222	$44,444
MU3	MAN Artic. Rehab.	13	$900,000	$112,500	$112,500	$1,125,000
MU19	Metro Access Improvement	9	$772,800	$42,933	$42,933	$858,667
MU25	ATCS	9	$3,200,000	$400,000	$400,000	$4,000,000
MU3	MAN Artic. Rehab.	9	$600,000	$75,000	$75,000	$750,000
MU35	Cable Car Rehab.	9	$179,400	$22,425	$22,425	$224,250
MU45	LRV Modifications	9	$2,247,800	$280,975	$280,975	$2,809,750
			$22,900,000	$2,739,389	$2,739,389	$29,578,778
	TOTAL GRANTEE PROGRAM:		$29,965,199			

Note: MTC's FY 1992-93 POP included $861,960 for Trolley Coach replacement. Of this amount, $812,167 was awarded by FTA in Grant No. CA-90-X579-00. The remainer, $49, 793, is to be included in MUNI's FY 94 §9 grant.

CAPITAL PRIORITIES FY94

PROJECT JUSTIFICATION WORKSHEET

1. OPERATOR: San Francisco Municipal Railway

2. PROJECT NAME: MUNI Metro Accessibility Improvements

3. PROJECT DESCRIPTION: This project provides for conceptual engineering, final design, and construction/installation of accessibility, safety, and security improvements to aid physically challenged MUNI Metro riders and comply with the Light Rail Key Station regulations implementing the Americans with Disabilities Act (ADA).

4. PROJECT CLASS: (6) Passenger Stations

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $14,354,000

7. PROPOSED STATE FUNDING: $1,434,000

8. PROPOSED LOCAL MATCH: $2,015,000

9. TOTAL PROJECT COST: $17,803,000

10. PRIOR FUNDING: $1,164,000

11. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: NEPA STATUS: Categorical Exclusion pursuant to 23 CFR 771.117(c)(15). CEQA STATUS: Categorical Exemption pursuant to the State EIR Guidelines 15301(c), 15303(d,e).

12. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): **Please complete for Annual Element Projects Only**

a. Was the private sector involved in the development of this project as set forth in your adopted policy? YES. SRTP Page Ref._____.
b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project? NO. SRTP Page reference _____.
c. Are there impediments affecting your ability to contract for the above named project? NO. SRTP Page Reference _____.
d. Have you received any formal complaints from the private sector regarding this project? NO. SRTP Page Reference _____.

13. ADDITIONAL PLANNING JUSTIFICATION

This project consists of the following elements:

1. CHURCH & 18TH PLATFORM: The first element is to design and construct an additional high-level concrete platform primarily to serve disabled Mission High School students at this location. This is the tenth in a series of

such platforms which, in conjunction with the Metro subway stations, provide access to Metro from most geographic areas served.

2. TACTILE EDGING INSTALLATION: This element will install detectable warning edging material along the platform drop-off edges at subway and wayside platform locations in accordance with ADA regulations.

3. IMPROVEMENTS TO EXISTING ACCESSIBLE STATIONS: The third element is to design and construct various station improvements to increase accessibility for disabled persons at existing accessible key stations (subway stations and existing wayside platforms). Improvements to Metro subway stations are either requirements of ADA Key Station provisions or have been proposed by the MUNI Accessibility Advisory Committee. The Metro Station improvements include:

- o The development and installation/construction of ADA station improvements such as path of travel signage, informational signage, ADA compliant lighting, TDD telephones etc.

- o The development and installation of a computerized announcement system which would identify the sequence of Metro cars to assist the visually-impaired. This is being funded and implemented as part of the ATCS project.

- o The installation of additional street, mezzanine, and platform-level surveillance cameras to increase security of disabled Metro passengers. The cameras would be located at elevator entrances and exits as well as in the corridors that provide access to the elevators in downtown stations.

- o The development and installation of improved elevator-request features to assist disabled passengers who are unable to use standard elevator call buttons.

4. ADA KEY STATION COMPLIANCE: A consultant assisted MUNI/PUC to determine key station designations and the best mode for providing accessibility at those key stations as required by the ADA Key Station regulations published by FTA, September 6, 1991. A plan was submitted to FTA on July 26, 1992. The construction of additional wayside platforms at new key stations was approved. A request was made for a three-and-one-half-year extension for compliance with the key stations provisions beyond the required compliance date of July 26, 1993.

The list of key stations follows:

** Judah & LaPlaya
Judah & Sunset
Judah & 19th
Judah & 9th
Irving & Arguello
** Carl & Cole
** Duboce Park
Duboce & Church

** Wawona & 46th
Taraval & Sunset
Taraval & 22nd
** MUNI Metro Terminal
** City College Bridge
Ocean & Jules
** Junipero Serra & Ocean
St. Francis Circle

** Castro St. Station
** Church St. Station
** Van Ness Station
** Civic Center Station
** Powell Station
** Montgomery Station
** Embarcadero Station
Market & Hyde (OB)

San Jose & Ocean	Geneva Terminal	Market & 7th (IB)
** San Jose & Randall	Randolph & Arch	Market & 5th (OB)
Church & 30th	** 19th & Holloway	Market & 3rd (IB)
Church & 24th	19th & Winston	Market & Kearny (OB)
Church & 18th	** West Portal Station	Market & 1st (IB)
Church & Market	** Forest Hill Station	

** These stops and stations are currently wheelchair accessible.

5. PLATFORM-TO-RAILCAR BRIDGING MECHANISMS: This element will install mechanisms either at the platforms or on the railcars to bridge the gap between the cars and the platform for wheelchair access.

6. FUTURE NEEDS: This element would provide funding in order to respond to unanticipated future accessibility needs, which, due to the changing nature of accessibility issues, cannot be clearly defined at this time.

PROJECT COST ESTIMATE

Capital: Capital cost estimates were provided by UEB. Church & 18th Platform: $336,000. Tactile edging: $595,000. Improvements to existing accessible stations: $800,000. Key station compliance: $6,000,000. Bridging mechanism: $700,000.

Operating: An estimate of the cost of operating and maintaining the elements of this project have not yet been determined.

PROJECT STATUS AS OF 7/01/93

Preliminary design of the 18th & Church platform had been nearing completion, when concerns about the grade which the wheelchair would have to traverse were raised; additional design is underway to try to minimize this grade. The decision on the type of material to be used for the tactile edging is being finalized. Key stations have been identified and preliminary design is starting.

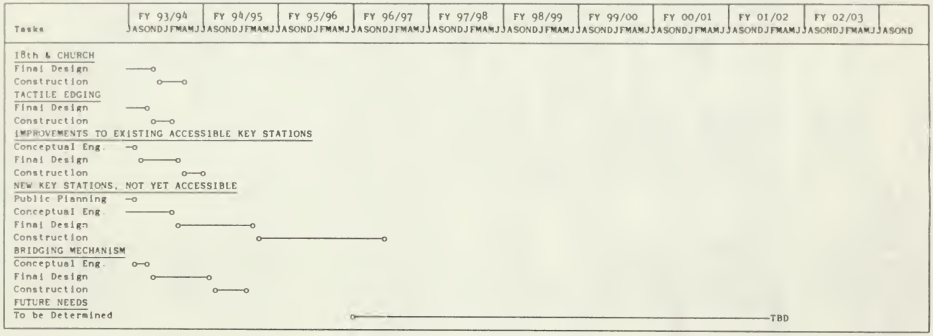
PROJECT SCHEDULE

TASKS	BEGIN	COMPLETE
18th & CHURCH		
1. Preliminary Engineering	01/01/92	03/31/93
2. Final Design	04/01/93	11/30/93
3. Construction	12/01/93	04/30/94
TACTILE EDGING		
1. Preliminary Engineering	09/01/92	03/31/93
2. Final Design	04/01/93	10/31/93
3. Construction	11/01/93	03/01/94

TASKS	BEGIN	COMPLETE
IMPROVEMENTS TO EXISTING ACCESSIBLE KEY STATIONS		
1. Survey Stations; Write Specs	09/01/92	03/31/93
2. Preliminary Engineering	04/01/93	08/31/93
3. Final Design	09/01/93	03/31/94
4. Construction	04/01/94	07/31/94
NEW KEY STATIONS, NOT YET ACCESSIBLE		
1. Public Planning	09/01/92	08/31/93
2. Conceptual Eng.	04/01/93	03/31/94
3. Final Design	04/01/94	03/31/95
4. Construction	04/01/95	12/31/96
PLATFORM-TO-RAILCAR BRIDGING MECHANISM		
1. Alternatives Analysis	06/01/93	07/31/93
2. Preliminary Engineering	08/01/93	10/31/93
3. Final Design	11/01/93	08/31/94
4. Construction	09/01/94	02/28/95
FUTURE NEEDS		
1. To be determined	TBD	TBD

MUNI METRO ACCESSIBILITY IMPROVEMENTS

PROJECT SCHEDULE



PROJECT FINANCIAL PLAN

Amounts in 000's

FUNDING SOURCE	FY 93/94	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	PROJECT TOTAL*
FTA Sec. 9-Form.Repl.	$1,773	$2,901	$2,265	$880	$960	$1,040	$1,120	$0	$0	$0	$10,939
Fed.Cong.Mitigation	870	870	870	0	0	0	0	0	0	0	2,610
St.Trans.Cap.Improv.	147	363	283	110	120	130	140	0	0	0	1,292
Regional TDA/STA	0	0	0	0	0	0	0	0	0	0	16
SF MUNI Rwy. Improv.	118	118	118	0	0	0	0	0	0	0	354
Trans.Sales Tax-Cap.	297	363	283	110	120	130	140	0	0	0	1,442
TOTAL	$3,205	$4,615	$3,819	$1,100	$1,200	$1,300	$1,400	$0	$0	$0	$17,803

Prior funding: $1,164. Sources: FTA Sec. 9-Form.Repl.: $805; St.Trans.Cap.Improv.: $142; Regional TDA/STA; SF MUNI Rwy.Improv.: $151; Trans.Sales Tax: $50.

*Includes prior funding.

CAPITAL IMPROVEMENT PROGRAM

CAPITAL PRIORITIES FY94

PROJECT JUSTIFICATION WORKSHEET

1. OPERATOR: San Francisco Municipal Railway

2. PROJECT NAME: Subway Signal System Replacement - Advanced Train Control System (ATCS)

3. PROJECT DESCRIPTION: This project will modernize the signal system in the MUNI Metro subway with a system that provides greater safety and allows for closer headways. It will involve the installation of wayside and on-board computers and upgraded Central Control computer equipment.

4. PROJECT CLASS: (4) Transit Way

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $30,700,000

7. PROPOSED STATE FUNDING: $15,437,000

8. PROPOSED LOCAL MATCH: $16,840,000

9. TOTAL PROJECT COST: $62,977,000

10. PRIOR FUNDING: $36,027,000

11. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: NEPA STATUS: Categorical Exclusion pursuant to 23 CFR 771.117(c)(18). CEQA STATUS: Categorical Exemption pursuant to the State EIR Guidelines 15301(c)(13).

12. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): **Please complete for Annual Element Projects Only**

a. Was the private sector involved in the development of this project as set forth in your adopted policy? YES. SRTP Page Ref._____.
b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project? NO. SRTP Page Reference _____.
c. Are there impediments affecting your ability to contract for the above named project? NO. SRTP Page Reference _____.
d. Have you received any formal complaints from the private sector regarding this project? NO. SRTP Page Reference _____.

13. ADDITIONAL PLANNING JUSTIFICATION:

The MUNI Metro Turnback project, by allowing faster and more efficient turnbacks of Metro trains in the subway, will increase train capacity through the subway. This increased train throughput will be accommodated more safely and expeditiously with the installation of a new, state-of-the-art signal system, to replace the current fixed-block signal system in

Metro's five-mile tunnel.

The Metro subway signal system now in use will be 20 years old by the mid-1990's. Since the system was developed, there have been significant improvements in signal technology. A moving-block signal system, with Advanced Train Control (ATC) employing on-board computer hardware and wayside monitoring, would provide continuous tracking of all vehicles and control their acceleration/deceleration, location, and speed. This would significantly improve both capacity and safety in the subway. In addition, this project will include the provision of digitized audible announcements in the stations and on the cars.

The subway signal system will ready for operation in advance of the completion of the MUNI Metro Turnback and the first delivery of a new generation of LRVs.

PROJECT COST ESTIMATE

Capital: The capital cost estimate is based on the bids received and is accurate pending any contract modifications.

Operating: The actual impact on operating costs has not yet been determined. However, it is anticipated that a combination of less need for enroute coupling, faster subway running time, and quicker turnback time will result is a savings of about one train per line. This savings will off-set the cost increase of the MUNI Metro Turnback, which is anticipated to add one train per line. Thus, the combination of ATCS and the MUNI Metro Turnback will result in a zero change in operating cost.

There may be a change in the cost of signal maintenance, given that this is a much different system than the current cab signals. Also, for some limited time, both the cab signal system and ATCS will be operating at the same time, which will double the maintenance requirement. All attempts will be made to minimize this overlapping period. These cost impacts have not yet been estimated.

PROJECT STATUS AS OF 7/01/93

Preliminary design review is underway. The installation on the prototype Boeing LRV has started.

PROJECT SCHEDULE

TASKS	BEGIN	COMPLETE
1. Construction	09/01/90	06/30/95

SUBWAY SIGNAL SYSTEM REPLACEMENT - ADVANCED TRAIN CONTROL SYSTEM (ATCS)

PROJECT SCHEDULE

Tasks	FY 93/94	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	
	JASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASOND										
Construction	———————————										

PROJECT FINANCIAL PLAN

Amounts in 000's

FUNDING SOURCE	FY 93/94	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	PROJECT TOTAL
FTA Sec.3-Rail Mod	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$13,500
FTA Sec.9-Form.Repo.	17,200	0	0	0	0	0	0	0	0	0	17,200
St.Trans.Cap.Improv.	0	0	0	0	0	0	0	0	0	0	2,250
St.Rail Bnds-Prop.108	0	0	0	0	0	0	0	0	0	0	2,940
St.Rail Bnds-Prop.116	4,000	0	0	0	0	0	0	0	0	0	10,247
TIDF-Cap.	0	0	0	0	0	0	0	0	0	0	6,590
Trans.Sales Tax-Cap.	5,750	0	0	0	0	0	0	0	0	0	10,250
TOTAL	$26,950	$0	$0	$0	$0	$0	$0	$0	$0	$0	$62,977

Prior funding: $36,027. Sources: FTA Sec.3-Rail Mod: $13,500; St.Trans.Cap.Improv: $2,250; St.Rail Bnds-Prop.108: $2,940; St. Rail Bnds-Prop.116: $6,247; TIDF-Cap.: $6,590; Trans.Sales Tax-Cap.: $4,500.

* Includes prior funding.

CAPITAL PRIORITIES FY94

PROJECT JUSTIFICATION WORKSHEET

1. OPERATOR: San Francisco Municipal Railway

2. PROJECT NAME: Diesel Bus Rehab Program to Prolong Vehicle Life

3. PROJECT DESCRIPTION: This project provides for the rehabilitation of those articulated diesel coaches and standard diesel coaches which were placed into service in 1984, and which will have to operate beyond their useful life of 12 years.

4. PROJECT CLASS: (1) New or Used Revenue Vehicles

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $6,780,000

7. PROPOSED STATE FUNDING: 916,000

8. PROPOSED LOCAL MATCH: $1,866,000

9. TOTAL PROJECT COST: $9,562,000

10. PRIOR FUNDING: $0

11. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: NEPA STATUS: Categorical Exclusion pursuant to 23 771.117(c)(14). CEQA STATUS: Categorical Exemption pursuant to the State EIR Guidelines 15302(c).

12. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): **Please complete for Annual Element Projects Only**

a. Was the private sector involved in the development of this project as set forth in your adopted policy? YES. SRTP Page Ref._____.
b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project? NO. SRTP Page Reference_____.
c. Are there impediments affecting your ability to contract for the above named project? NO. SRTP Page Reference _____.
d. Have you received any formal complaints from the private sector regarding this project? NO. SRTP Page Reference _____.

13. ADDITIONAL PLANNING JUSTIFICATION:

This project is related to the one to replace 100 MAN articulated motor coaches and 180 Flyer standard motor coaches. As stated in the description of that project, one of the major goals of MUNI's Motor Coach Fleet Plan is to develop a phased replacement of all vehicles. All of the 280 coaches will be 12 years old in 1996; in order to phase their replacement it is necessary to replace some after they are 12 years old, since FTA does not

allow coaches to be replaced before they are 12 years old. Some overhaul work will be required in order to keep 100 MAN artics and 112 Flyer standards operating beyond their normal, useful life. A Diesel Coach Rehabilitation Program has been developed by Maintenance personnel. Description of the work to be performed is as follows:

PHASE 1
- o Retrofit engine and transmission on 20 MAN coaches
- o Retrofit transmission on 30 MAN coaches
- o Modify cooling system on 80 MAN coaches
- o Correct external structural problems on 100 MAN coaches
- o Paint exterior of 100 MAN coaches

PHASE 2
- o Retrofit passenger doors and operating mechanisms on 75 MAN coaches
- o Correct interior structural problems on 100 MAN coaches (includes tractor steering axle & components, drive axle, turntable area, and trailer steering axle & components)

PHASE 3
- o Correct structural problems in Flyer coaches
- o Address transmission problems in Flyer coaches

PROJECT COST ESTIMATE

Capital: MUNI personnel have estimated that Phase 1 will cost about $4.23 million, which covers the cost of materials & supplies, labor, and contractual services. Phase 2 is estimated to cost about $3.6 million. The scope of Phase 3 is still being developed.

Operating: MUNI personnel estimate that Phase 1 will save about $575,000 per year in Maintenance costs, from the year the work is performed until the vehicle is retired. According to the current schedule of work, this will equal about $2.776 million in 1992 dollars. Phase 2 will not provide any direct operating cost savings. However, the door retrofit is being done as a safety measure and could prevent the need to pay a large claim.

PROJECT STATUS AS OF 7/01/93

The Diesel Maintenance Department has conducted an analysis of all the vehicles to determine which are the most able to have their useful life extended, and has documented the type of rehab work necessary to keep the fleet operating at an optimal level until all the 1984 coaches can be retired. A detailed Diesel motor Coach Rehabilitation Program for the work has been prepared.

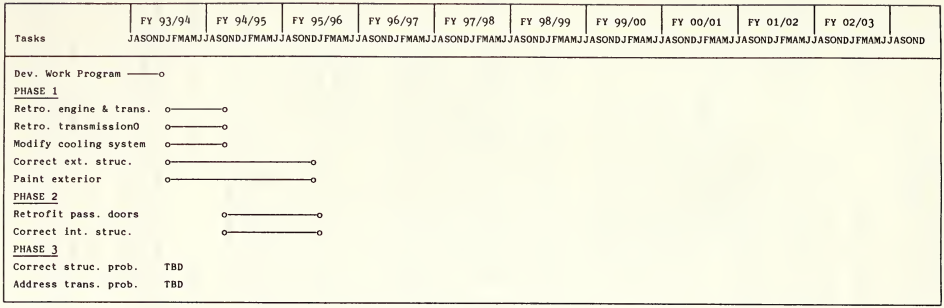
PROJECT SCHEDULE

TASKS	BEGIN	COMPLETE
1. Develop Work Program	05/01/92	12/31/92

TASKS	BEGIN	COMPLETE
PHASE 1		
1. Retrofit engine & trans.	01/01/94	10/31/94
2. Retrofit transmission	01/01/04	10/31/94
3. Modify cooling system	01/01/94	10/31/94
4. Correct ext. struc. prob.	01/01/94	12/31/95
5. Paint exterior	01/01/94	12/31/95
PHASE 2		
1. Retrofit passenger doors	10/01/94	01/31/96
2. Correct int. struc. prob.	10/01/94	01/31/96
PHASE 3		
1. Correct struc. problems	TBD	TBD
2. Address trans. problems	TBD	TBD

DIESEL BUS REHAB PROGRAM TO PROLONG VEHICLE LIFE

PROJECT SCHEDULE



PROJECT FINANCIAL PLAN

Amounts in 000's

FUNDING SOURCE	FY 93/94	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	PROJECT TOTAL
FTA Sec.9-Form.Repl.	$1,500	$1,680	$1,760	$1,840	$0	$0	$0	$0	$0	$0	$6,780
State Tr.Cap Improv.	916	0	0	0	0	0	0	0	0	0	916
Bridge Tolls-AB434	525	0	0	0	0	0	0	0	0	0	525
Trans.Sales Tax-Cap	916	0	0	0	0	0	0	0	0	0	916
Trans.Sales Tax-Op.	213	212	0	0	0	0	0	0	0	0	425
TOTAL	$4,070	$1,892	$1,760	$1,840	$0	$0	$0	$0	$0	$0	$9,562

CAPITAL IMPROVEMENT PROGRAM

CAPITAL PRIORITIES FY94

PROJECT JUSTIFICATION WORKSHEET

1. OPERATOR: San Francisco Municipal Railway

2. PROJECT NAME: Cable Car Reconstruction Program

3. PROJECT DESCRIPTION: This project provides for the phased reconstruction of the cable car fleet.

4. PROJECT CLASS: (1) New or Used Revenue Vehicles

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $4,855,000

7. PROPOSED STATE FUNDING: $649,000

8. PROPOSED LOCAL MATCH: $649,000

9. TOTAL PROJECT COST: $6,153,000

10. PRIOR FUNDING: $1,126,000

11. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: NEPA STATUS: Categorical Exclusion pursuant to 23 CFR 771.117(c)(14). CEQA STATUS: Categorical Exemption pursuant to the State EIR Guidelines 15301(d).

12. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): **Please complete for Annual Element Projects Only**

a. Was the private sector involved in the development of this project as set forth in your adopted policy? YES. SRTP Page Ref._____.
b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project? NO. SRTP Page Reference_____.
c. Are there impediments affecting your ability to contract for the above named project? NO. SRTP Page Reference _____.
d. Have you received any formal complaints from the private sector regarding this project? NO. SRTP Page Reference _____.

13. ADDITIONAL PLANNING JUSTIFICATION:

This project provides for the phased reconstruction of the cable car fleet. Two to three cars will be reconstructed each year. The project will enhance cable car system reliability and productivity.

Although there are no motors or transmissions to wear out, after a certain amount of time cable cars deteriorate to the point that a complete reconstruction is needed. It is estimated that the life of a car is about 60-70 years; a major rehab will allow them to operate another 30-35 years.

Most of the current Powell cable car fleet was originally constructed between 1887 and 1891. The extensive rehab of the Powell cars in the 1950s and 1960s was done when the cars were about 60-70 years old. Thus, the cars are now at or nearing the point of needing major reconstruction. Most of the current California cars were built between 1907 and 1914 and have never had a major reconstruction. Thus, they too are in need of major rehab or major reconstruction.

Currently each car is unique and parts must be fabricated to the distinct specifications of that car. Mass production, fabrication of a stock of parts, or trading out parts are not possible. Often times a replacement part cannot be fabricated until the old one is removed from the car and that used as a pattern for the new part. This greatly increases the down time of the car. One goal of the reconstruction program is to establish standard specifications for all cars using the Powell/Hyde and California cars as standards. This would allow for mass production of parts; development of a stock of parts; increasing the amount of work that can be done at the Cable Car Barn, thus reducing the time and cost of moving cars to the Woods Carpentry Shop; and reducing the down time of cars being repaired. Variability in architectural effect could be accomplished through use of different window or door treatments and exterior body color schemes.

All major rehabilitations to date have included a complete disassemble, pattern development, fabrication, reassembly, and painting of the cars. In all instances, every component but the roof and some seats has been replaced. It appears prudent to entertain the idea of not overhauling older cars, but to use the standard patterns to build a new car. This would save all of the demolition and repatterning cost. Furthermore, the old cars could potentially be leased to tourist attractions for permanent display, thereby producing an ongoing revenue source. Resources could be saved on one end (reduced overhaul expenses) and accrued on the other end (leased income). It should be determined on a car-by-car basis which would best be rehabed and which should be leased, and a new operating car built.

PROJECT COST ESTIMATE

Capital: Capital cost estimates were based upon the "Cable Car Fleet Plan, Appendix IV, Rehabilitation and Reconstruction Plan."

Operating: It is anticipated that there will be a reduction in the cable car maintenance cost once cars are reconstructed. However, there is no estimate of this amount at this time.

PROJECT STATUS AS OF 7/01/93

A Cable Car Fleet Plan has been completed, which presents an analysis of the condition of each car and the amount of work needed on each car, and sets up a short-term rehabilitation and long-term reconstruction program.

PROJECT SCHEDULE

TASKS	BEGIN	COMPLETE
1. Detailed Planning & Scheduling	01/01/92	12/31/92
2. Phased Reconstruction	01/01/93	until completion

CABLE CAR RECONSTRUCTION PROGRAM

PROJECT SCHEDULE

Tasks	FY 93/94	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	
	JASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASOND										
Planning & Sched.											
Reconstruction	—— Ongoing ————										

PROJECT FINANCIAL PLAN

Amounts in 000's

FUNDING SOURCE	FY 93/94	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	PROJECT TOTAL
FTA Sec.9-Form.Repl.	$179	$544	$568	$592	$624	$656	$688	0	0	0	$4,855
St.Trans.Cap.Improv.	64	132	71	74	78	82	86	0	0	0	649
Bridge Tolls-AB 664	0	0	0	0	0	0	0	0	0	0	61
Trans.Sales Tax-Cap.	64	132	71	74	78	82	86	0	0	0	588
TOTAL	$307	$808	$710	$740	$780	$820	$860	0	0	0	$6,153

Prior Funding: $1,126. Sources: FTA Sec.9-Form.Repl.: $1,004; St.Trans.Cap.Improv: $61; Bridge Tolls-AB 644: $61.

* Includes prior funding.

CAPITAL PRIORITIES FY94

PROJECT JUSTIFICATION WORKSHEET

1. OPERATOR: San Francisco Municipal Railway

2. PROJECT NAME: Light Rail Vehicle Modifications

3. PROJECT DESCRIPTION: This project provides for a multi-phase modification program for the 128 Boeing-Vertol light rail vehicles to improve their performance and increase reliability and availability.

4. PROJECT CLASS: (1) New or Used Revenue Vehicles

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $12,399,800

7. PROPOSED STATE FUNDING: $2,173,000

8. PROPOSED LOCAL MATCH: $8,003,000

9. TOTAL PROJECT COST: $22,575,800

10. PRIOR FUNDING: $14,576,000

11. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: NEPA STATUS: Categorical Exclusion purusant to 23 CFR 771.117(c)(14). CEQA STATUS: Categorical Exemption pursuant to the State EIR Guidelines Section 15301(d).

12. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): Please complete for Annual Element Projects Only

a. Was the private sector involved in the development of this project as set forth in your adopted policy? YES. SRTP Page Ref._____.
b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project? NO. SRTP Page Reference_____.
c. Are there impediments affecting your ability to contract for the above named project? NO. SRTP Page Reference _____.
d. Have you received any formal complaints from the private sector regarding this project? NO. SRTP Page Reference _____.

13. ADDITIONAL PLANNING JUSTIFICATION:

These modifications to the Boeing LRVs are designed to improve service reliability and operating efficiency and reduce on-going maintenance requirements. They involve replacing major components that are responsible for many in-service failures or require excessive maintenance due to complex or inadequate design. MUNI Engineering and Maintenance staff and contractors are designing, fabricating, rebuilding, and changing-out various

components. Completed projects include:

- o Cab Door Replacement: Replace the sliding door with hinged door to avoid in-service delays.
- o Wheel Replacement: Replace defective original wheels with improved wheels for safety.
- o Ventilation Windows: Add sliding windows to the passenger compartment to improve ventilation.
- o Coupler Modification: Modify the original couplers to increase coupling force and reliability.
- o Door Control Valve: Install a more reliable valve.
- o Sander Modification: Redesign the clean-out trap to make sanders more reliable.

Projects either partially completed or in the planning stages include:

- o Articulated section rebuild
- o Traction motor and armature overhaul
- o Wreck rebuilding
- o Brake system project
- o Wiring harness project
- o Door and step project
- o Propulsion system project
- o Corrosion and body work project
- o Brake control valve replacement with linear control valve
- o Air compressor overhaul

All modifications will not be made to all vehicles. The Maintenance Department will determine a retirement schedule for the Boeing LRVs based upon the procurement schedule for replacement LRVs and will determine which particular vehicles will be kept in service the longest. Modifications will only be made to those vehicles where it makes economic sense.

PROJECT COST ESTIMATE

Capital: Capital cost estimates were made by MUNI personnel. Depending upon the procurement schedule of replacement LRVs, the amount of needed modification work may vary, along with the capital cost.

Operating: It is anticipated that this project will have no significant impact on operating costs.

PROJECT STATUS AS OF 7/01/93

Those projects which are completed and those which are either partially completed or in the planning stages are listed above.

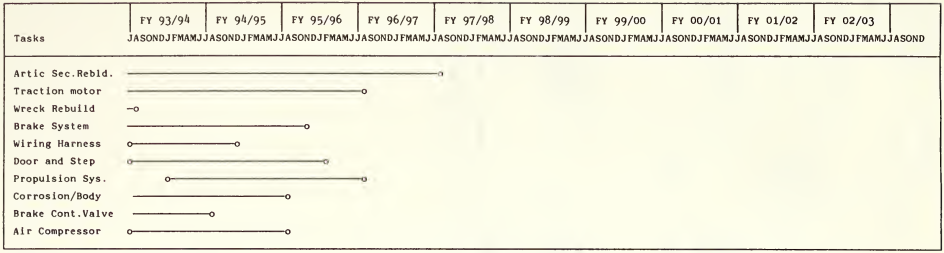
PROJECT SCHEDULE

TASKS	BEGIN	COMPLETE
1. Articulated section rebuild	In progress	07/31/96

TASKS	BEGIN	COMPLETE
2. Traction motor/armature overhaul	In progress	07/31/95
3. Wreck rebuilding	In progress	07/31/92
4. Brake system project	In progress	10/31/94
5. Wiring harness project	07/01/92	11/30/93
6. Door and step project	07/01/92	01/31/95
7. Propulsion system project	01/01/93	07/31/95
8. Corrosion and body work project	In progress	07/31/94
9. Brake control valve replacement	In progress	07/31/93
10. Air compressor overhaul	07/01/92	07/31/94

LIGHT RAIL VEHICLE MODIFICATIONS

PROJECT SCHEDULE



PROJECT FINANCIAL PLAN

Amounts in 000's

FUNDING SOURCE	FY 93/94	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	PROJECT TOTAL*
FTA Sec.9-Formula	$2,247	$4,152	$0	$0	$0	$0	$0	$0	$0	$0	$12,399
St.Trans Cap.Improv.	0	800	0	0	0	0	0	0	0	0	2,173
SF MUNI Rwy.Improv.	0	0	0	0	0	0	0	0	0	0	1,953
Other Local	0	0	0	0	0	0	0	0	0	0	1,600
TIDF-Cap.	0	0	0	0	0	0	0	0	0	0	3,650
Transp.Sales Tax-Cap.	800	0	0	0	0	0	0	0	0	0	800
TOTAL	14,576	$4,952	0	0	0	0	0	0	0	0	22,575

Prior Funding: $14,576. Sources: FTA Sec.9-Formula: $6,000; St.Trans.Cap.Improv: $1,373; SFMRIC: $1,953; Other Local: $1,600; TIDF: $3,650.

* Includes prior funding.

CAPITAL IMPROVEMENT PROGRAM

SAN FRANCISCO / OAKLAND URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: SAN MATEO COUNTY TRANSIT DISTRICT

Section 9 Funds Available

FY 1993-94 Apportionment (Estimate):	*$110,598,000*
FY 1992-93 Carryover Funds:	$0
Total:	*$110,598,000*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1993-94 Net Project Cost
	SamTrans	$1,383,092	$27,253,527	$28,636,619

Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
SamTrans					
No Capital Projects.					
TOTAL GRANTEE PROGRAM:		$1,383,092			

SAN FRANCISCO / OAKLAND URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: VALLEJO

Section 9 Funds Available:

FY 1993-94 Apportionment (Estimate):		*$110,598,000*
FY 1992-93 Carryover Funds:		*$0*
	Total:	*$110,598,000*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1993-94 Net Project Cost
	Vallejo	$873,257	$6,368,381	$7,241,638

	Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
Vallejo						
VL07	Bus Repl 14 STD Veh	14	$3,110,996		$747,754	$3,858,750
VL07	Bus Repl 5 STD Veh	13	$1,111,070		$267,055	$1,378,125
			$4,222,066		$1,014,809	$5,236,875
	TOTAL GRANTEE PROGRAM:		$5,095,323			

PROJECT JUSTIFICATION WORK SHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT OF
MTC'S TRANSIT CAPITAL PRIORITIES

FY 1993-94 ANNUAL ELEMENT

1. OPERATOR: City of Vallejo

2. PROJECT NAME: Bus Replacement Program-14 Vehicles

3. PROJECT DESCRIPTION:

Purchase 14 accessible replacement buses to make Vallejo Transit 100% accessible.

4. PROJECT CLASS: 1

5. SRTP PAGE REFERENCE: SRTP Capital Plan (Appendix D)

6. PROPOSED FEDERAL FUNDING: Section 9 $3,110,996

7. PROPOSED LOCAL MATCH: NTBR 747,754

8. TOTAL PROJECT COST: $3,856,750

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT AND STATUS: Categorical exemption.

11. COMPLIANCE W/ PRIVATE SECTOR PARTICIPATION REQUIREMENTS

a. Was the private sector involved in the development of this project as set forth in your adopted policy? Yes.

b. Were proposals received from the private sector to operate, construct, or provide part of above named project? No.

c. Are there impediments affecting your ability to contract for the above named project? No.

d. Have you received any complaints from private sector regarding this project? No.

12. PLANNING JUSTIFICATION

Since the implementation of BartLink in September, 1987, Vallejo Transit ridership has greatly exceeded original estimates. Vehicles that had been slated for retirement have instead been used for service expansion.

The official BartLink estimate in 1987 was between 450 to 575

daily riders after one year with six to seven vehicles. By early 1990, ridership had grown to nearly 900 daily.

The Loma Prieta earthquake and events in the Middle East generated further ridership increases. Closure of the Bay Bridge for a month after the quake stimulated ridership to increase to 1,200 to 1,300 per day, requiring 10 buses.

In August, 1990, the recent Middle East crisis began just before expansion of service to Fairfield. By December, 1990, BartLink ridership has jumped from 1,400 daily to an average of about 2,300 to 2,400 per day, straining the 13 buses currently assigned during peak periods.

Over this time, Vallejo Transit has evolved from a small city transit operation catering mainly to students and seniors, into a network serving local trips but also the regionally significant, rapidly growing I-80 commuter market. Ridership has expanded well beyond past estimates, increasing the total fleet requirement.

It was difficult to justify expansion vehicles on the limited evidence available before BartLink startup in 1986. Five years later, overall system ridership has nearly doubled, while Vallejo's population has grown only about 20%.

The existing active fleet consists of 30 relatively new vehicles and 15 buses dating from 1975 and much earlier. The newest vehicle in this group is 16 years old, and the most ancient are 3 1968 GMC "New Look" vehicles (somewhat older than the average Vallejo Transit passenger.)

The fact that these vehicles are kept in service is a tribute to the efficiency of the contractor's Maintenance Department.

1) Project Benefits

a) Direct Passenger Benefits

This project will have the following direct passenger benefits:

- Improved Comfort and Amenities
- 100% Transit Accessibility
- Improved System Reliability

Improved Comfort and Amenities. The purchase of 14 new buses to replace worn-out and obsolete vehicles will greatly improve passenger comfort and amenities. New buses would incorporate better seating, tinted windows, improved heating and air conditioning, and improved ride characteristics. The system image will also be improved by new equipment.

100% Transit Accessibility. The 14 new buses will replace non-accessible vehicles with 100% accessible buses. By the time this order is placed, new low-floor bus designs which improve accessibility for ambulatory passengers should be available and will be considered by Vallejo. Low floor designs promise to significantly reduce boarding times for all passengers, not just the elderly and handicapped.

Improved System Reliability. New buses are more reliable than old, obsolete vehicles and will thus generate far fewer road calls and other service disruptions.

b) System Productivity

- Retirement of 14 overage buses will reduce maintenance costs and improve system reliability with reduced roadcalls. Parts for some 1960's vintage buses are becoming more and more difficult to come by, increasing maintenance costs and lengthening out of service time.

- Ridership and fare revenues should also increase due to the improved image provided by a fleet of new buses.

- Reduction of workman's compensation claims by provision of power steering on 100% of the bus fleet. None of the older GMC vehicles to be replaced are equipped with power steering.

c) Regional Goals

- Provide 100% system accessibility, as required by ADA and state and regional goals for accessibility. 100% vehicle accessibility will reduce the total demand and costs for ADA compliance paratransit service.

d) Replacement or Rehabilitation

- This is a replacment/upgrade project that will reduce on-going maintenance expenses

- The project will upgrade passenger comfort and amenities..

2) Line Item Budget

14 Replacement Vehicles	$3,530,769
Specifications, inspections and Delivery	70,000
California sales tax (7.25%)	255,981
TOTAL (Check bus prices)	$3,856,750

PROJECT JUSTIFICATION WORK SHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT OF
MTC'S TRANSIT CAPITAL PRIORITIES

FY 1993-94 ANNUAL ELEMENT

1. OPERATOR: City of Vallejo

2. PROJECT NAME: Bus Replacement Program-5 Vehicles

3. PROJECT DESCRIPTION:

Purchase 5 accessible replacement buses.

4. PROJECT CLASS: 1

5. SRTP PAGE REFERENCE: SRTP Capital Plan (Appendix D)

6. PROPOSED FEDERAL FUNDING: Section 9 $1,111,070

7. PROPOSED LOCAL MATCH: NTBR 267,055

8. TOTAL PROJECT COST: $1,378,125

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT AND STATUS: Categorical exemption.

11. COMPLIANCE W/ PRIVATE SECTOR PARTICIPATION REQUIREMENTS

a. Was the private sector involved in the development of this project as set forth in your adopted policy? Yes.

b. Were proposals received from the private sector to operate, construct, or provide part of above named project? No.

c. Are there impediments affecting your ability to contract for the above named project? No.

d. Have you received any complaints from private sector regarding this project? No.

12. PLANNING JUSTIFICATION

This project provides for the replacement of five 35-foot Vallejo Transit buses purchased in 1981.

The City of Vallejo's Bus Replacement Program calls for replacing revenue vehicles which have been in service for twelve years, or 500,000 miles. Under these guidelines, five buses are eligible for replacement in FY 1993-94. These five buses represent 16% of

Vallejo's current active bus fleet.

1) Project Benefits

a) Direct Passenger Benefits

This project will have the following direct passenger benefits:

- Improved Comfort and Amenities
- Improved System Reliability

Improved Comfort and Amenities. The purchase of 5 new buses to replace worn-out vehicles will greatly improve passenger comfort and amenities. New buses would incorporate better seating, tinted windows, improved heating and air conditioning, and improved ride characteristics. System image will be improved by new equipment.

Improved System Reliability. New buses are more reliable, generating fewer road calls and other service disruptions.

b) System Productivity

- Retirement of 5 overage buses will reduce maintenance costs and improve system reliability with reduced roadcalls.
- Ridership and fare revenues should increase due to the improved image provided by new buses.

c) Regional Goals Not applicable.

d) Replacement or Rehabilitation

- This is a replacment/upgrade project that will reduce on-going maintenance expenses
- The project will upgrade passenger comfort and amenities..
- Consistent with UMTA guidelines, Vallejo has maintained a spare ratio of 20%. To preserve the spare ratio, it is vital that Vallejo's replacement schedule be maintained.

2) Line Item Budget

5 Replacement Vehicles	$1,256,993
Inspections and Delivery	30,000
California sales tax (7.25%)	91,132
TOTAL (Check bus prices)	$1,378,125

FY 1993–94 SECTION 9 PROGRAM OF PROJECTS

SAN JOSE URBANIZED AREA

Section 9 Funds Available:

FY 1993-94 Apportionment (Estimate):	*$23,970,000*	**
FY 1992-93 Carryover Funds:	*$0*	
Total:	*$23,970,000*	

Section 9 Funds Programmed:

Program of Projects Operating Assistance		Section 9 Federal Share	*Cumulative Federal Share*
	CalTrain	$632,493	
	SCCTD	$6,219,474	
			$6,851,967

Program of Projects Capital Projects		Score	Section 9 Federal Share	*Cumulative Federal Share*	Proposed State Share	Proposed Local Share	Total Project Cost
MTC							
MTC01	Caltrain FEIS Completion (SJ)	Commit.	$232,800	*$7,084,767*		$58,200	$291,000
CalTrain							
CT04(93)	Key Station Access (SJ)	13	$1,833,300		$458,325		$2,291,625
CT23(93)	Track Rehab (SJ)	13	$1,598,148		$399,537		$1,997,685
CT04	Key Station Access (SJ)	13	$1,978,800		$494,700		$2,473,500
CT23	Track Rehab (SJ)	13	$2,910,000		$727,500		$3,637,500
			$8,320,248	*$15,405,015*	$2,080,062	$0	$10,400,310
SCCTD							
SC08	Repl Buses -53 STD (no radio/farebox)	13	$11,446,410			$2,747,997	$14,194,407
			$11,446,410	*$26,851,425*		$2,747,997	$14,194,407

** The amount programmed in the FY 1994 portion of the Capital Priorities List will be adjusted to reflect FY 1994 apportionments and the re-evaluation of §3 Bus projects if FY1994 §3 Bus funds are not forthcoming.

SAN JOSE URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: Metropolitan Transportation Commission

Section 9 Funds Available

FY 1993-94 Apportionment (Estimate):	*$23,970,000*
FY 1992-93 Carryover Funds	*$0*
Total:	*$23,970,000*

FY 1993-94

	Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
MTC						
MTC01	Caltrain FEIS Completion (SJ)	Commit.	$232,800		$58,200	$291,000
	TOTAL GRANTEE PROGRAM:		$232,800			

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93-94
of MTC's Transit Capital Priorities

1. OPERATOR: Metropolitan Transportation Commission

2. PROJECT NAME: Caltrain Final Environmental Impact Statement (FEIS)

3. PROJECT DESCRIPTION: Complete FEIS

4. PROJECT CLASS: Long Range Planning

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $600,000 SOURCE: FTA Section 9
(SJ: $232,800) (SF: $367,200)

7. PROPOSED STATE FUNDING (%): SOURCE:

PROPOSED LOCAL MATCH (20%): $150,000 SOURCE: Operator Funds
(SJ: $58,200) (SF: $91,800)

8. TOTAL PROJECT COST: $750,000

9. PRIOR FTA FUNDING:

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: N/A
CEQA STATUS: N/A

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference __N/A_____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__X___ No. _____ Yes: SRTP Page Reference ___N/A____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

These funds will be used to complete the EIS for the Caltrain Downtown Terminal Relocation Study once a fundable set of systemwide Caltrain improvements and a Downtown-San Francisco connection have been identified by MTC and the JPB. The work will involve adding to the EIS, as appropriate, to address the locally preferred alternatives that will be carried forward into preliminary engineering.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Caltrain Final Environmental Impact Statement (EIS)
Operator: Metropolitan Transportation Commission
Date: 7/16/93

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 94 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Complete EIS	----------X			
TASK 2:				
TASK 3:				

EXPENDITURE PLAN (000$):	FY 1994	FY	FY	FY
FTA SEC. 9	$600,000			
FTA SEC. 3				
FAU/FAI				
OTHER FED.				
STATE TP&D				
ARTICLE XIX				
PROP 108 BOND				
PROP 116 BOND				
FCR				
STAT/LCL PART				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL FUNDS	$150,000			
SPECIFY:				
TOTAL FUNDS	$750,000			

SAN JOSE URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: CALTRAIN

Section 9 Funds Available

FY 1993-94 Apportionment (Estimate):	*$23,970,000*
FY 1992-93 Carryover Funds:	*$0*
Total:	*$23,970,000*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1993-94 Net Project Cost
	CalTrain	$632,493	$8,019,708	$8,652,201

	Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
CalTrain						
CT04(93)	Key Station Access (SJ)	13	$1,833,300	$458,325	$0	$2,291,625
CT23(93)	Track Rehab (SJ)	13	$1,598,148	$399,537	$0	$1,997,685
CT04	Key Station Access (SJ)	13	$1,978,800	$494,700	$0	$2,473,500
CT23	Track Rehab (SJ)	13	$2,910,000	$727,500	$0	$3,637,500
			$8,320,248	$2,080,062	$0	$10,400,310
	TOTAL GRANTEE PROGRAM:		$8,952,741			

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 94-02
MTC's Transit Capital Priorities

1. OPERATOR: Joint Powers Board (JPB)

2. PROJECT NAME: Key Station Accessibility

3. PROJECT DESCRIPTION: Retrofit "key" PCS stations to provide access to disabled and elderly passengers in compliance with ADA.

4. PROJECT CLASS: (6) Passenger Stations

5. SRTP PAGE REFERENCE: FY94-02, page 64 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $5,100,000 (FY 1994) SOURCE: Section 9

7. PROPOSED STATE FUNDING (%): n/a SOURCE: n/a

PROPOSED LOCAL MATCH (20%): $1,275,000 (FY 1994) SOURCE: Prop. 116 Bond

8. TOTAL PROJECT COST: $6,375,000 (FY 1994)
DOES NOT INCLUDE ROLLED OVER FY 1993 PROGRAMMED FUNDS IN SAN JOSE UZA

9. PRIOR UMTA FUNDING: CA-90-X544: $4,419,200 (portion rolled over to FY 1994)

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117(c)(8)(15)
CEQA STATUS: Cal Admin Code, Sec 15301(a)(c)

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

___ No. __X__ Yes: SRTP Page Reference __p65____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__X__ No. ____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. ____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. ____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

As required by the Americans with Disabilities Act (ADA), Caltrans/JPB intends to retrofit key CalTrain stations to provide access to disabled and elderly passengers. Although the "key" CalTrain stations have not yet been identified, Caltrans is assuming that at a minimum the following stations will designated. Major tunnel replacement or restructuring will be required at San Jose and Palo Alto and extensive ramping will be required at Hillsdale. The other stations listed will need comparatively minor retrofitting, including restroom modification, braille signage and platform tile installation.

TOTAL KSA PROGRAM

STATION	SCOPE OF WORK	COST
San Francisco	Minor modifications, inc. street access, door modification, signing and platform tiles.	$200,000
San Mateo	Minor modifications, inc. signing and platform tiles	$100,000
Hillsdale	Ramping, retaining walls, restroom modification, signing and tiles	$2,000,000
Redwood City	Minor modifications, inc. signing and platform tiles	$100,000
Palo Alto	Rebuild/replace tunnels (2), signing and platform tiles	$3,000,000
Mountain View	Minor modifications, inc. signing and platform tiles	$100,000
Sunnyvale	Modify restooms, building access, signing and platform tiles	$300,000
Santa Clara	Minor modifications, inc. signing and platform tiles	$100,000
San Jose	Rebuild/replace tunnels, signing and platform tiles	$5,500,000
Tamien	Already Accessible	No Cost
	TOTAL	$11,400,000

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Key Station Accessibility.
Operator: JPB
Date: July 15, 1993

Initial Clearances Required: n/a
(Further clearances marked below with "o")

Implementation Schedule	FY94				FY95			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Preliminary Engineering			X					
Final Engineering			X	X				
Construction/Rehabilitation					X	X	X	

Funding Sources	FY93*	FY94
FTA Section 3		
FTA Section 3	$1,833,300	$5,100,000
Title 23(I280)		
Prop.108		
Prop.116	$458,325	$1,275,000
Bridge Tolls		
STA		
Total	$2,291,625	$6,375,000

* The JPB has first call on section 9 funding in the San Jose UZA for this portion of funds previously applied for in FY 1993.

FY 1994-2000 MTC Capital Priorities Listing

FY	PROJECT	SF/OAK UZA	SJ UZA	LOCAL	TOTAL
94	Key Station Access	$3,121,200	$3,812,100*	$1,733,325**	$8,666,625

* Includes $1,833,300 originally programmed for FY 1993
** 20% local match

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 94-02
MTC's Transit Capital Priorities

1. OPERATOR: Joint Powers Board (JPB)

2. PROJECT NAME: Track Rehabilitation

3. PROJECT DESCRIPTION: System wide track rehabilitation including: ballast, CWR, .

4. PROJECT CLASS: Transit Way

5. SRTP PAGE REFERENCE: FY94-02, page 64 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $7,500,000 SOURCE: Section 9

7. PROPOSED STATE FUNDING (%): n/a SOURCE: n/a

   PROPOSED LOCAL MATCH (20%): $1,500,000 SOURCE: Prop. 116 Bond

8. TOTAL PROJECT COST: $9,000,000

9. PRIOR UMTA FUNDING: CA-90-X285: $5,795,868 (Caltrans)
   CA-90-X335: $2,745,343 (Caltrans)
   CA-90-X544: $5,251,446 (JPB) Rolled over due to designation issue.

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

    NEPA STATUS: 23 CFR 771.117(c)(8)(15)
    CEQA STATUS: Cal Admin Code, Sec 15301(a)(c)

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
    (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

    a. Was the private sector involved in the development on this project as set forth in your adopted policy?

    ___ No. __X__ Yes: SRTP Page Reference __p____

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    __X__ No. ____ Yes: SRTP Page Reference _____
    (If yes, how were those proposals evaluated? Reference _____)

    c. Are there impediments affecting your ability to contract for the above named project?

    __X__ No. ____ Yes: SRTP Page Reference _____
    (If yes, have you taken measures to address the impact of these impediments? Reference _____)

    d. Have you received any formal complaints from the private sector regarding this project?

    __X__ No. ____ Yes: SRTP Page Reference _____
    (If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

This track rehabilitation project is an ongoing project of improvements to the JPBPCS railroad track between San Francisco and San Jose. The project includes the replacement and installation of Continuous Welded Rail (CWR) , tie replacement, curve rail replacement, surfacing, station area track rehabilitation and bridge rail rehabilitation. The individual projects have been identified and categorized in level of importance by the JPB's rail consultants, Woodside Consulting.

The JPB, with the guidance of Woodside Rail Consultants, have identified an ongoing program of track rehabilitation projects up to FY2002. These projects are essentially an extension or continuation of projects previously undertaken by Caltrans prior to their relinquishment of control in 1992. Detailed surveys of the current (1993) condition of the track were undertaken by Woodside Consultants. The results of the survey were translated into a comprehensive track rehabilitation program which has been identified in the current JPB Caltrain Nine Year Plan adopted in September 1992. The FY 1994-2002 SRTP is currently in draft stage and is estimated to be adopted in September 1993.

The track rehabilitation program includes the rehabilitation and replacement of curve rail, jointed rail with CWR, crossties, surfacing and ballast, rail top grinding and contouring, and rehabilitation of grade crossings.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Track Rehabilitation.
Operator: JPB
Date: July 15, 1993

Initial Clearances Required: n/a
(Further clearances marked below with "o")

Implementation Schedule	FY94				FY95			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Preliminary Engineering			X					
Final Engineering			X	X				
Construction/Rehabilitation					X	X	X	

Funding Sources	FY93*	FY94
FTA Section 9		
FTA Section 9	$1,598,148	$7,500,000
Title 23(I280)		
Prop.108		
Prop.116	$399,537	$1,500,000
Bridge Tolls		
STA		
Total	$1,997,685	$9,000,000

* The JPB has first call on section 9 funding in the San Jose UZA for this portion of funds previously applied for in FY 1993.

FY 1994-2000 MTC Capital Priorities Listing

PROJECT	SF/OAK UZA	SJ UZA	LOCAL	TOTAL
FY 94 Track Rehabilitation	$4,590,000	$4,508,148*	$1,899,537**	$10,997,685

* Includes $1,598,148 originally programmed for FY 1993
** 20% local match

SAN JOSE URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: SANTA CLARA COUNTY TRANSIT DISTRICT

Section 9 Funds Available:

FY 1993-94 Apportionment (Estimate):		*$23,970,000*
FY 1992-93 Carryover Funds:		*$0*
	Total:	*$23,970,000*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1993-94 Net Project Cost
	SCCTD	$6,219,474	$132,153,825	$138,373,299

Program of Projects Capital Projects		Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
SCCTD						
SC08	Repl Buses -53 STD (no radio/far $0	13	$11,446,410		$2,747,997	$14,194,407
			$11,446,410		$2,747,997	$14,194,407
	TOTAL GRANTEE PROGRAM:		$17,665,884			

6/3/93

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted to MTC for
1994 Interim TIP

1. **OPERATOR:** **Santa Clara County Transit District**

2. **PROJECT NAME:** Bus Replacement

3. **PROJECT DESCRIPTION:** Acquisition of Replacement Buses

4. **PROJECT CLASS:** 1 - New Revenue Vehicles

5. **SRTP Page Reference:** p.61 Sept 1992 **TIP Page Reference:**

6. **PROPOSED FEDERAL FUNDING:** $71,194,300 **SOURCE:** Section 9

7. **PROPOSED LOCAL MATCH:** $17,798,575 **SOURCE:** Sales Tax

8. **TOTAL PROJECT COST:** $88,992,875

9. **PRIOR FTA FUNDING:** none

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**
    NEPA STATUS: 23 CFR 771.117
    CEQA STATUS: 14 Cal Adm Code, Sec 15300

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (Annual Element Projects Only)**

    a. Was the private sector involved in the development of this project, as set forth by your adopted policy?
    ___ No _x_ Yes: SRTP Page Reference _14-21

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?
    _x_ No ___ Yes: SRTP Page Reference _14-21
    If yes, how were these proposals evaluated? Reference _____

    c. Are there impediments affecting your ability to contract for the above named project?
    _x_ No ___ Yes: SRTP Page Reference _14-21

    d. Have you received any formal complaints from the private sector regarding this project?
    _x_ No ___ Yes: SRTP Page Reference _14-21
    If yes, how were the complaints addressed? Reference _____

12. **ADDITIONAL PLANNING JUSTIFICATION**

Buses to be purchased in FY 94 will allow retirement of buses that will be 14 years old when the new buses are delivered. Subsequent purchases will provide for replacment of buses that are a minimum of 12 years old.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

PROJECT: Replacement Buses
OPERATOR: Santa Clara County Transit District
Date: June 3, 1993

Initial clearances required:
(Further clearances marked below with "o")

Implementation Schedule	FY 93-94 Q1 Q2 Q3 Q4	FY 94-95 Q1 Q2 Q3 Q4	FY 95-96 Q1 Q2 Q3 Q4	FY 96-97 Q1 Q2 Q3 Q4	FY 97-98 Q1 Q2 Q3 Q4	FY 98-99 Q1 Q2 Q3 Q4	FY 99-00 Q1 Q2 Q3 Q4
Task 1: 53 buses	xxxxxxxxxx						
Task 2: 41 buses		xxxxxxxxxx					
Task 3: 42 buses			xxxxxxxxxx				
Task 4:							
Task 5: 44 buses					xxxxxxxxxx		
Task 6: 49 buses						xxxxxxxxxx	
Task 7: 55 buses							xxxxxxxxxx

Expenditure Plan	FY 93-94	FY 94-95	FY 95-96	FY 96-97	FY 97-98	FY 98-99	FY 99-00
FTA Section 9	$11,446,410	$9,298,000	$10,000,000		$11,551,000	$13,506,000	$15,918,000
FTA Section 3							
STP/CMAQ							
Other Federal							
State TSM							
Prop 108 Bonds							
Prop 116 Bonds							
FCR							
State/Lcl Prtnr							
State TP&D							
Article XIX							
STA (Op)							
STA (Reg)							
Other State							
Local (specify): Sales Tax	2,747,997	$2,232,000	$2,401,000		$2,773,000	$3,243,000	$3,822,000
Total Expenditures	$14,194,407	$11,530,000	$12,401,000	0	$14,324,000	$16,749,000	$19,740,000

FY 1993-94 SECTION 9 PROGRAM OF PROJECTS

ANTIOCH/PITTSBURG URBANIZED AREA

ANTIOCH-PITTSBURG URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: State of California

23-Jul-93
FY 94 POP

Section 9 Funds Available:

FY 1993-94 Apportionment (Estimate):		*$1,579,000*
FY 1992-93 Carryover Funds:		*$3,216,609*
	Total:	*$4,795,609*

Section 9 Funds Programmed:

Program of Projects Operating Assistance	Section 9 Federal Share	*Cumulative* *Federal* *Share*
	$0	
		$0

Program of Projects Capital Projects	Score	Section 9 Federal Share	*Cumulative* *Federal* *Share*	Proposed State Share	Proposed Local Share	Total Project Cost
No Capital Projects						
			$0		$0	$0

FY 1993–94 SECTION 9 PROGRAM OF PROJECTS

FAIRFIELD URBANIZED AREA

FAIRFIELD URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: State of California

23-Jul-93
FY 94 POP

Section 9 Funds Available:

FY 1993-94 Apportionment (Estimate):		*$1,016,000* **
FY 1992-93 Carryover Funds:		*$546,292*
	Total:	*$1,562,292*

Section 9 Funds Programmed:

Program of Projects Operating Assistance		Section 9 Federal Share	*Cumulative* *Federal* *Share*
	Fairfield	$588,192	
			$588,192

Program of Projects Capital Projects	Score	Section 9 Federal Share	*Cumulative* *Federal* *Share*	Proposed State Share	Proposed Local Share	Total Project Cost
Fairfield						
Local Transfer Facility		$160,000			$100,000	$260,000
Automated Bus Washer		$80,000			$20,000	$100,000
		$240,000	*$828,192*		$120,000	$360,000

** The amount programmed will be adjusted to reflect FY 1994 apportionments and the re-evaluation of §3 Bus projects if FY1994 §3 Bus funds are not forthcoming.

FAIRFIELD URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: State of California

Grantee: FAIRFIELD

Section 9 Funds Available

FY 1993-94 Apportionment (Estimate):		*$1,016,000*
FY 1992-93 Carryover Funds:		$546,292
	Total	$1,562,292

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1993-94 Net Project Cost
	Fairfield	$588,192	$1,484,408	$2,072,600

Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
Fairfield					
Local Transfer Facility		$160,000		$100,000	$260,000
Automated Bus Washer		$80,000		$20,000	$100,000
		$240,000		$120,000	$360,000
TOTAL GRANTEE PROGRAM:		$828,192			

DATE: April 1, 1993

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: Fairfield/Suisun Transit

2. PROJECT NAME: Automated Bus Washer

3. PROJECT DESCRIPTION: Automated Bus Washer

4. PROJECT CLASS: NA

5. SRTP PAGE REFERENCE: S-13 (Draft FY 93-94 TIP PAGE REFERENCE: S- 13 SRTP)

6. PROPOSED FEDERAL FUNDING: $ 80,000 FTA Section 9

7. PROPOSED LOCAL MATCH: (NA) $ 20,000

8. TOTAL PROJECT COST: $ 100,000

9. PRIOR FTA FUNDING: $ -0-

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: (Specify State and Federal Codes)
CEQA STATUS: CA Exemption per CEQA Guidelines Section 15301

NEPA STATUS: Categorical Exemption Section 771.117.19

1. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1):
Please complete for Annual Element Projects only:

a. Was the private sector involved in the development of this project as set forth in your adopted policy?

_____ No ___X___ Yes: SRTP Page Reference Appendix

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

___X___ No _____ Yes: SRTP Page Reference Appendix

c. Are there impediments affecting your ability to contract for the above named project?

___X___ No _____ Yes: SRTP Page Reference Appendix

d. Have you received any formal complaints from the private secto regarding this project?

___X___ No _____ Yes: SRTP Page Reference Appendix

If "yes," how have these been addressed?

Reference _____

12. PLANNING JUSTIFICATION AND BENEFITS:

Fairfield/Suisun Transit currently washes all rolling stock using manual methods and hand labor. Until recently this proved adequate for maintaining the cleanliness and appearance of the fleet. However, recen expansions, including the addition of nine new revenue vehicles within the past two years, have made it difficult to maintain our standards. An automated bus washer would correct this deficiency and allow for a cleane fleet. This system would be built within the confines of the existing bu maintenance building completed in June 1990. The design of the maintenance facility accounted for the eventual addition of the bus washer.

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93-94
of MTC's Transit Capital Priorities

1. OPERATOR: Fairfield/Suisun Transit

2. PROJECT NAME: Local Bus Transfer Center

3. PROJECT DESCRIPTION: Local Bus Transfer Center

4. PROJECT CLASS: NA

5. SRTP PAGE REFERENCE: S-13 (Draft FY 93-94 TIP PAGE REFERENCE: S-13

6. PROPOSED FEDERAL FUNDING: $160,000 SOURCE:

7. PROPOSED STATE FUNDING : SOURCE:

PROPOSED LOCAL MATCH : $100,000 SOURCE:

8. TOTAL PROJECT COST: $260,000

9. PRIOR FTA FUNDING:

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS (Specify State and Federal Codes):

NEPA STATUS: Categorical Exemption (Section 771.117.20(d)(10))
CEQA STATUS: CA Exemption per CEQA Guidelines Section 15301

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference _Appendix___

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__X___ No. _____ Yes: SRTP Page Reference _Appendix_____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X___ No. _____ Yes: SRTP Page Reference _Appendix____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

___X___ No _____ Yes: SRTP Page Reference Appendix

If "yes," how have these been addressed?

Reference _____

12. PLANNING JUSTIFICATION AND BENEFITS:

The last several SRTP's have discussed the need and possible location for a local transfer center. With the gradual expansion of the system and the need to have the transfer point located central to the service area, it is important the facility be relocated. New routes have been added recently and the number of revenue hours will more than double over the next few operating years. The current transfer point (Solano Mall) does not adequately accommodate the current route structure and is not physically large enough to act as a timed transfer location. Preliminary location analysis indicates the new facility would probably be located on or near North Texas Street.

FY 1993–94 SECTION 9 PROGRAM OF PROJECTS

NAPA
URBANIZED AREA

Section 9 Funds Available:

FY 1993-94 Apportionment (Estimate):	*$813,000*	**
FY 1992-93 Carryover Funds:	*$236,737*	
Total:	*$1,049,737*	

Section 9 Funds Programmed:

Program of Projects Operating Assistance		Section 9 Federal Share	*Cumulative Federal Share*
	Napa	$236,737	
			$236,737

Program of Projects Capital Projects	Score	Section 9 Federal Share	*Cumulative Federal Share*	Proposed State Share	Proposed Local Share	Total Project Cost
Napa						
No Capital Projects.						
			$236,737			

** The amount programmed will be adjusted to reflect FY 1994 apportionments and the re-evaluation of §3 Bus projects if FY1994 §3 Bus funds are not forthcoming.

NAPA URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: State of California

Grantee: NAPA

Section 9 Funds Available

FY 1993-94 Apportionment (Estimate):	*$813,000*
FY 1992-93 Carryover Funds:	*$236,737*
Total:	*$1,049,737*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1993-94 Net Project Cost
	Napa	$236,737	$1,077,163	$1,313,900

Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
Napa					
No Capital Projects					
TOTAL GRANTEE PROGRAM:		$236,737			

FY 1993-94 SECTION 9 PROGRAM OF PROJECTS

SANTA ROSA URBANIZED AREA

Section 9 Funds Available:

FY 1993-94 Apportionment (Estimate):		*$2,174,000* **
FY 1992-93 Carryover Funds:		*$1,952,224*
	Total:	*$4,126,224*

Section 9 Funds Programmed:

Program of Projects Operating Assistance		Section 9 Federal Share	*Cumulative Federal Share*
	Santa Rosa	$701,559	
	Sonoma Cc	$0	
			$701,559

Program of Projects Capital Projects	Score	Section 9 Federal Share	*Cumulative Federal Share*	Proposed State Share	Proposed Local Share	Total Project Cost
Santa Rosa						
No Capital Projects						
Sonoma County						
SO03 Transit Facil. Exp-Phase III		$1,000,000	*$1,701,559*		$250,000	$1,250,000

** The amount programmed will be adjusted to reflect FY 1994 apportionments and the re-evaluation of §3 Bus projects if FY1994 §3 Bus funds are not forthcoming.

SANTA ROSA URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: State of California

Grantee: SANTA ROSA

Section 9 Funds Available

FY 1993-94 Apportionment (Estimate):	*$2,174,000*
FY 1992-93 Carryover Funds:	*$1,952,224*
Total:	*$4,126,224*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1993-94 Net Project Cost
	Santa Rosa	$701,559 **	$3,249,441	$3,951,000

Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
Santa Rosa					
No Capital Projects					
TOTAL GRANTEE PROGRAM:		$701,559			

** Santa Rosa anticipates allocation of an additional $335,477 in unrestricted operating funds from those areas of apportionment without operating needs. This amount may be included in the FY94 POP when the POP is adjusted to reflect FY1994 apportionments.

SANTA ROSA URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: State of California

Grantee: SONOMA COUNTY

Section 9 Funds Available:

FY 1993-94 Apportionment (Estimate):	*$2,174,000*
FY 1992-93 Carryover Funds:	*$1,952,224*
Total:	*$4,126,224*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1993-94 Net Project Cost
	Sonoma	$0	NA	NA

	Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
Sonoma						
SO03	Transit Facil. Exp-Phase III		$1,000,000		$250,000	$1,250,000
	TOTAL GRANTEE PROGRAM:		$1,000,000			

Transit Application

PROJECT JUSTIFICATION WORKSHEET

1. **OPERATOR:** Sonoma County Transit

2. **PROJECT NAME:** Transit Facility Expansion (Phase III)

3. **PROJECT DESCRIPTION:** Construct Operations Building, Small Bus Maintenance Bays, and Alternative Fuel Capabilities

4. **PROJECT CLASS:** Bus Related Facilities

5. **SRTP PAGE REFERENCE:** Section 7 (1993 Update)

   TIP PAGE REF: Pending

6. **PROPOSED FEDERAL FUNDING:** $1,850,000 **SOURCE:** Sec. 9/18
   (FY94) $1,000,000 Section 9 only
7. **PROPOSED LOCAL MATCH:** $ 650,000 **SOURCE:** TDA/AB434
   (FY94) $ 250,000
8. **TOTAL PROJECT COST:** $2,500,000

9. **PRIOR FTA FUNDING:** Section 18 for earlier facility construction

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:** Negative declaration on the project certified in earlier phase.

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS:**

a. **Was the private sector involved in the development of this project as set for in your adopted policy?**

   No. X **Yes: SRTP Page Reference** 3.28, Appendix A

b. **Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?**

   No. X **Yes: SRTP Page Reference** Competitive Bid Process

c. **Are there impediments affecting your ability to contract for the above named project?**

   X **No.** **Yes: SRTP Page Reference**

d. **Have you received any formal complaints from the private sector regarding this project?**

   X **No.** **Yes: SRTP Page Reference**

12. PLANNING JUSTIFICATION AND BENEFITS:

In order to provide comparable paratransit services to satisfy ADA, it is necessary to provide operational and maintenance support facilities. Also, the various new training and operational requirements associated with ADA and other mandates would be assisted through expanded operational facilities. The addition of clean fuel buses will require the additional of new alternative fuels facilities. Benefits include air quality improvement associated with alternative fuels, safety and passenger improvements due to better training, and expansion of paratransit to provide new and expanded public services to persons with disabilities. Certain cost benefits and management controls should result from consolidation of these services at one facility.

Significant Project Benefits: Provides ADA Paratransit operations and maintenance facilities, expanded fixed-route operations and training facilities, and alternative fuel capabilities.

13. PROJECT CONTACT: David Knight
Transit Systems Manager
Sonoma County Transit
355 West Robles Avenue
Santa Rosa, California 95407
(707) 585-7516
Fax: (707) 585-7713

14. PROJECT LOCATION: Sonoma County Transit
355 West Robles Avenue
Santa Rosa, California 95407

15. AVERAGE DAILY TRAFFIC (ADT): N/A

16. PROJECT SCHEDULE: see attached schedule

17. TSM COMPONENTS: Provision of reliable fixed-route and paratransit public services. CAP TCM #20 Alternative Fuel Vehicles

18. PUBLIC CONTROVERSY: None. Site is currently developed as bus facility. This project is an add-on.

19. CONSISTENCY WITH LOCAL LAND USE PLANS: Yes. Consistency of project with County General Plan established at outset of facility conception and development.

Implementation Schedule and Expenditure Plan

Project: Transit Facility Expansion (Phase III)

Sponsor: Sonoma County Transit
Date: June 4, 1993

Initial Clearance Required:
(Further clearances market below with "o")

Implementation Schedule	FY 1993-94				FY 1994-95				FY 1995-96				FY 1996-97			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Task 1: Preliminary Design	X-	-X														
Task 2: Bid and Specification Development		X	-X													
Task 3: Bid and Award				X												
Task 4: Construction				X	------	------	------	------	X							

Expenditure Plan: (000$)	FY 1993-94	FY 1994-95	FY 1995-96	FY 1996-97
FTA Section 9	1,000	250	200	
FTA Section 3				
STP/CMAQ				
Other Federal: Section 18	200	200		
State TP&D				
Article XIX				
Prop. 108 Bond				
Prop. 116 Bond				
FCR				
State/Local Participation				
Other State				
AB434		200		
Bridge Tolls				
STA (Op)				
STA (Reg)				
Local Funds (TDA)	250	160	40	
Other, specify:				
Total Funds	1,450	810	240	

FY 1993–94 SECTION 9 PROGRAM OF PROJECTS

VACAVILLE URBANIZED AREA

Section 9 Funds Available:

FY 1993-94 Apportionment (Estimate):		*$839,000* **
FY 1992-93 Carryover Funds:		*$1,073,314*
	Total:	*$1,912,314*

Section 9 Funds Programmed:

Program of Projects Operating Assistance		Section 9 Federal Share	*Cumulative Federal Share*
	Vacaville	$404,700	
			$404,700

Program of Projects Capital Projects	Score	Section 9 Federal Share	*Cumulative Section 9 Share*	Proposed Section 3 Share	Proposed Local Share	Total Project Cost
Vacaville						
Replacement Buses (7) **		$668,614		$90,000	$641,386	$1,400,000
			$1,073,314			

** The amount programmed will be adjusted to reflect FY 1994 apportionments and the re-evaluation of §3 Bus projects if FY1994 §3 Bus funds are not forthcoming.

VACAVILLE URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: State of California

Grantee: Vacaville

Section 9 Funds Available

FY 1993-94 Apportionment (Estimate):	*$839,000*
FY 1992-93 Carryover Funds:	*$1,073,314*
Total:	*$1,912,314*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1993-94 Net Project Cost
	Vacaville	$404,700	$731,300	$1,136,000

Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
Vacaville					
Replacement Buses (7) **		$668,614	$90,000	$641,386	$1,400,000
TOTAL GRANTEE PROGRAM:		$1,073,314			

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR THE FY 1993-94 ELEMENT
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. **OPERATOR:** City of Vacaville

2. **PROJECT NAME:** Purchase Transit Buses

3. **PROJECT DESCRIPTION:** Purchase seven new 30-35 foot heavy-duty ADA-compliant transit buses to replace buses currently leased from the contractor-operator.

4. **PROJECT CLASS:** New Revenue Vehicles

5. **SRTP PAGE REFERENCE:** Draft 1993 SRTP Table 9-3 (Page 9-10)
   TIP PAGE REFERENCE: _____

6. **PROPOSED FEDERAL FUNDING:** $668,614 (FTA Section 9)
   $90,000 (FTA Section 3)

7. **PROPOSED LOCAL MATCH:** $450,000 (STA)
   $191,386 (TDA)

8. **TOTAL PROJECT COST:** $1,400,000

9. **PRIOR FTA FUNDING:** -0-

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:** (Specify state and federal codes)

    CEQA STATUS: Categorical Exemption per CEQA Guidelines Section 15302.
    NEPA STATUS: Not Applicable.

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1):** Please complete for Annual Element Projects Only:

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?
    1993 Draft
    _____ No __X__ Yes: SRTP Page Reference Appendix

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?
    1993 Draft
    __X__ No _____ Yes: SRTP Page Reference Appendix

    c. Are there impediments affecting your ability to contract for the above named project?
    1993 Draft
    __X__ No _____ Yes: SRTP Page Reference Appendix

d. Have you received any formal complaints from the private sector regarding this project?

1993 Draft

___X___ No _____ Yes: SRTP Page Reference Appendix ___

If "yes," how have these been addressed?

Reference: _____

12. **PLANNING JUSTIFICATION AND BENEFITS:**

Proposed bus purchase will allow the City to replace vehicles currently leased from the contractor-operator with city-owned buses. New vehicles will be heavy-duty transit coaches, offering a more attractive and comfortable transportation alternative to city residents.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: **Purchase Transit Buses**
Operator: City of Vacaville
Date: March 31, 1993

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Develop Specs	XX			
TASK 2: Ad/Bid/Award		XXXX		
TASK 3: Construction		XXXXXX		
TASK 4: Put Into Svc		XXX		

EXPENDITURE PLAN (000$):	FY 93	FY 94	FY	FY
FTA SEC. 9		668,614		
FTA SEC. 3		90,000		
FAU/FAI				
OTHER FED.				
STATE TP&D				
ARTICLE XIX				
PROP 108 BOND				
PROP 116 BOND				
FCR				
STAT/LCL PART				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)		450,000		
LOCAL FUNDS				
SPECIFY:				
TDA		191,386		
TOTAL FUNDS		1,400,000		

FY 1993-94 SECTION 3 FIXED GUIDEWAY PROGRAM OF PROJECTS

SAN FRANCISCO/OAKLAND AND SAN JOSE URBANIZED AREAS

Section 3 Funds Available:

FY 1993-94 Apportionment SF-O UZA (Estimate):	*$54,255,222*
FY 1993-94 Apportionment SJ UZA (Estimate):	*$3,408,105*
FY 1992-93 Carryover Funds:	*$0*
Total:	*$57,663,327*

Section 3 Funds Programmed:

	Program of Projects Capital Projects	Score	Section 3 Federal Share	*Cumulative* *Federal* *Share*	Proposed State Share	Proposed Local Share	FY 94 POP Total Project Cost
BART							
BA19	A&B Car Rehab ^	13	TBD		TBD		TBD
CalTrain							
CT01	Maintenance Facility (SF)	12	$2,990,000		373,750	373,750	$3,737,500
CT01	Maintenance Facility (SJ)	12	$3,408,105		426,013	426,013	$4,260,131
			$6,398,105	*$6,398,105*	799,763	799,763	$7,997,631
MUNI							
MU01	MUNI Metro Turnback	20	$19,761,339		2,470,167	2,470,167	$24,701,674
MU27	MUNI LRV Replacement **	13	$13,972,463		$6,270,375	$6,270,375	$26,513,213
			$33,733,802	*$40,131,907*	$8,740,542	$8,740,542	$51,214,886

** A Board-adopted financial plan for the MUNI LRV project will be required prior to MTC fund application approval of this project.

^ Once MTC approves a BART Board-adopted financial plan assuring sufficient local match commitment to the to the A&B Car project, MTC will amend the FY 1994 TIP and FY 1994 POP to program the FY 1994 §3 Fixed Guideway reserve to this project.

PROJECT WORKSHEET

For Projects For FY 92/93

MTC Transit Capital Priorities

1. OPERATOR: CalTrain

2. PROJECT NAME: Maintenance Facility

3. PROJECT DESCRIPTION: Construct centralized maintenance facility to maintain rolling stock.

4. PROJECT CLASS: Vehicle maintenance shops and garage (9)

5. SRTP PAGE REFERENCE: 36 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $6,398,105 (FY 94) SOURCE:FTA Section 3
(SF)$2,990,000 & (SJ) $3,408,105

7. PROPOSED LOCAL MATCH (20%): $799,763 state (FY 94) SOURCE: 116 INTERCITY
$799,763 local

8. TOTAL PROJECT COST: $7,997,631 (FY 94)

9. PRIOR UMTA FUNDING: CA-90-X036: $500,000
UMTA SEC. 3: $4,514,164 (pending)

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117(c)(19)
CEQA STATUS: 14 Cal. Admin. Code, Section 15302

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project as set forth in your adopted policy?

___No. _X_Yes: SRTP Page Reference 36

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

___No. __X__Yes: SRTP Page Reference
(If yes, how were those proposals evaluated? Reference ___)

c. Are there impediments affecting your ability to contract for the above named project?

_X_No. ___Yes: SRTP Page Reference

(If yes, have you taken measures to address the impact of these impediments?)

d. Have you received any formal complaints from the private sector regarding this project?

_X_No. ___Yes: SRTP Page Reference
(If yes, how the complaints been addressed? Reference ____)

12. **ADDITIONAL PLANNING JUSTIFICATION**

The proposed project will provide a centralized equipment maintenance facility within the PCS service area affording efficient and effective maintenance procedures. The project will include a 1,000-ft. long building containing progressive "whole train" inspection facilities; diesel locomotive maintenance and repair facilities; an automatic train washer; car cleaning, sanding and fueling stations; and crew and administrative facilities. The project will also include a train storage yard and yard control equipment. Wayside power will be provided eliminating the need for powering locomotives at night during repair operations. The facility will require approximately 35 acres.

A site in San Jose, known as Lick Quarry was selected for the facility in August 1989 as part of the environmental impact process. A final EIR, including mitigation measures for the facility was complete in Summer 1990.

Caltrans will be requesting approximately $9.3 million for purchase of the right-of-way at the Lick Quarry site. After the final design and engineering is complete, Caltrans will request a Full-funded Grant Agreement from FTA to finance up to 75% of the public's share of the construction portion of the facility. The remaining public share of the project will be financed through State and Local resources.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
PROJECT: Maintenance Facility
Operator: CalTrain
Page: 3

Initial Clearances Required:

IMPLEMENTATION SCHEDULE	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4	FY 96/97 Q1 Q2 Q3 Q4
TASK 1: R/W ACQUISITION	X X X				
TASK 2: FINAL DESIGN	X X X				
TASK 3: OFFICE ENGINEER REVIEW	X	X X			
TASK 4: CONTRACT PROCESS		X X X			
TASK 5: CONSTRUCTION			X X X X		

O: Clearance and Approvals:

EXPENDITURE PLAN	FY 92/93	FY 93/94	FY 94/95	FY 95/96	FY 96/97
FTA SECTION 9					
FTA SECTION 3	8,100,000	6,398,105	10,348,776	1,953,121	
OTHER FED					
STATE TP & D					
ARTICLE XIX					
RAIL BONDS					
PCL BONDS	$9,100,000				
INTERCITY *	$21,810,000				
STA*					
LOCAL FUNDS (0?)		799,763	1,293,597	244,140	
SOURCE: (108)		799,763	1,293,597	244,140	
SALES TAX					
TOTAL FUNDS	$39,010,000	7,997,631	12,935,970	2,441,401	

* Proposition 108 Rail Bonds, State Intercity TCI and Amtrak contribution; subject to refinement.

** Match provided in previous years

PROJECT JUSTIFICATION WORKSHEET

1. OPERATOR: San Francisco Municipal Railway

2. PROJECT NAME: MUNI Metro Turnback

3. PROJECT DESCRIPTION: This project involves extending the Metro subway to provide a turnback area with an exclusive right-of-way for switching trains and for storing disabled cars. This project allows the capacity of the MUNI Metro subway to be increased and facilitates the further extension of MUNI Metro service to Mission Bay and the CalTrain depot.

4. PROJECT CLASS: (4) Transit Way

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $131,403,000

7. PROPOSED STATE FUNDING: $37,239,000

8. PROPOSED LOCAL MATCH: $43,087,000

9. TOTAL PROJECT COST: $211,729,000

10. PRIOR FUNDING: $142,925,000

11. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: NEPA STATUS: FEIS - August 1989. CEQA STATUS: I-280 Program EIR - Statutory Exclusion State pursuant to the EIR Guidelines 15275.

12. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): **Please complete for Annual Element Projects Only**

a. Was the private sector involved in the development of this project as set forth in your adopted policy? YES. SRTP Page Ref._____.
b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project? NO. SRTP Page reference _____.
c. Are there impediments affecting your ability to contract for the above named project? NO. SRTP Page Reference _____.
d. Have you received any formal complaints from the private sector regarding this project? NO. SRTP Page Reference _____.

13. ADDITIONAL PLANNING JUSTIFICATION:

The San Francisco Municipal Railway operates five high capacity surface/subway light rail lines between outer residential areas and the City's downtown retail and commercial districts. The five lines, which carry about 135,000 daily riders, all operate through the subway and terminate at the Embarcadero Station.

The existing terminus at the Embarcadero Station, which was constructed by BART, was designed as a conventional rapid transit stub terminal, reflecting the layout of the BART station directly underneath. This design has a number of shortcomings with respect to the Metro's intended mode of operation, which for fiscal, institutional, and other reasons were unable to be corrected prior to construction.

The design of the Embarcadero terminus hampers efficient Metro operations mainly because vehicle turnaround time limits the subway headway to 180 seconds, which causes the need for enroute coupling and limits capacity of the subway. Additionally, there is limited storage capacity for disabled cars.

A consultant was retained to study the terminal requirements and to recommend modifications to the terminal layout. Their report called for a loop turnaround at the foot of Market Street with limited maintenance and storage facilities. However, for financial and environmental reasons this loop alternative was not pursued. Instead, the current design involves the construction of the MUNI Metro subway tunnel extension east of the BART/MUNI Embarcadero station and under Justin Herman Park, coming to grade via a portal in the median of a realigned and rebuilt Embarcadero Boulevard. The portal will be built between Howard and Folsom Streets, leaving space underground between Mission and Howard Streets for a high capacity turnback operation. Surface tracks will be extended in the Embarcadero median to a tail track for disabled train storage south of Folsom Street.

The Turnback will significantly improve the reliability and cost-effectiveness of Metro subway operations by removing the bottleneck created by the two-track storage and inspection capabilities for disabled vehicles.

PROJECT COST ESTIMATE

Capital: Capital cost estimates are based on the low bid received. Given the nature of this project (extensive underground construction in an area of landfill), a larger-than-usual contingency has been included.

Operating: A preliminary analysis indicates that the net operating cost increase will be about $1,085,000 per year in 1992 dollars. This number will be refined in the coming year.

It has been estimated that the time needed to operate the trains a longer distance into the turnback area will require the addition of one train per line. However, it is anticipated that the new Advanced Train Control System (ATCS) will result in a savings of one train per line because of a reduction in running time due to a combination of less need for enroute coupling, faster subway running time, and quicker turnback time. Thus, the combination of ATCS and the Turnback may result in a smaller net increase in operating cost than indicated above.

There may be a change in the cost of track and signal maintenance, given that this project will add a number of new switches for the Track Department to maintain and an expanded signal system for the Signal Department to maintain. This cost impact has not yet been estimated.

PROJECT STATUS AS OF 7/01/93

Construction bids were received on December 18, 1992. The construction management contract was approved in February 1993; conditional award of construction contract occurred in April 1993; and the notice to proceed is scheduled for June 1993.

PROJECT SCHEDULE

TASKS	BEGIN	COMPLETE
1. Construction	10/01/92	06/30/96

MUNI METRO TURNBACK

PROJECT SCHEDULE

Tasks	FY 93/94	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03
	JASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASOND									
Construction	———									

PROJECT FINANCIAL PLAN

Amounts in 000's

FUNDING SOURCE	FY 93/94	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	PROJECT TOTAL*
FTA Sec.3-Rail Mod.	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,598
FTA Sec.3-Fixed Gdwy.	19,761	24,500	0	0	0	0	0	0	0	0	110,900
FTA Sec.23-Int.Trans.	0	0	0	0	0	0	0	0	0	0	1,105
Fed.Congestion Mitig.	0	0	0	0	0	0	0	0	0	0	8,800
St.Trans.Cap.Improv.	1,045	0	0	0	0	0	0	0	0	0	22,432
St.Rail Bnds-Prop108	0	0	0	0	0	0	0	0	0	0	3,125
St.Rail Bnds-Prop116	0	0	0	0	0	0	0	0	0	0	11,682
Bridge Tolls-AB 664	0	0	0	0	0	0	0	0	0	0	500
Bridge Tolls-Reg.Meas.1	0	0	0	0	0	0	0	0	0	0	7,899
SF MUNI Rwy.Improv.	0	0	0	0	0	0	0	0	0	0	3,358
Hetch Hetchy Cap.Resv.	0	0	0	0	0	0	0	0	0	0	269
TIDF-Cap.	6,250	0	0	0	0	0	0	0	0	0	6,250
TIDF-Ops.	0	680	1,415	1,472	1,727	2,001	2,101	0	0	0	9,396
Trans.Sales Tax-Cap.	7,852	0	0	0	0	0	0	0	0	0	15,415
TOTAL	$34,909	$25,180	$1,415	$1,472	$1,727	$2,001	$2,101	0	0	0	211,729

Prior funding: $142,925. Sources: FTA Sec.3-Rail Mod.: $10,598; FTA Sec.3-Fixed Gdwy.: $66,639; FTA Sec.23-Int.Trans.: $1,105; Fed.Congestion Mitig.: $8,800; St.Trans.Cap.Improv.: $21,387; St.Rail Bnds-Prop108: $3,125; St.Rail Bnds-Prop116: $11,683; Bridge Tolls-AB 664: $500; SF MUNI Rwy. Improv.: $3,358; Hetch Hetchy Cap.Resv.: $269; Trans.Sales Tax-Cap.: $7,563.

* Includes prior funding.

CAPITAL IMPROVEMENT PROGRAM

CAPITAL PRIORITIES FY94

PROJECT JUSTIFICATION WORKSHEET

1. OPERATOR: San Francisco Municipal Railway

2. PROJECT NAME: Light Rail Vehicle Purchase to Replace 128 Boeing LRVs

3. PROJECT DESCRIPTION: This project provides for the replacement of the entire fleet of 128 Boeing-Vertol light rail vehicles, which is rapidly aging and requires excessive maintenance.

4. PROJECT CLASS: (1) New or Used Revenue Vehicles

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $221,110,000

7. PROPOSED STATE FUNDING: $171,187,000 (This cost estimate is for replacement and expansion

8. PROPOSED LOCAL MATCH: $141,568,000 LRVs combined; the final CIP will separate those two

9. TOTAL PROJECT COST: $533,865,000 projects and show the cost estimate for replacement

10. PRIOR FUNDING: $116,148,000 vehicles only.)

11. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: NEPA STATUS: Categorical Exclusion purusant to 23 CFR 771.117(c)(17). CEQA STATUS: Categorical Exclusion pursuant to the State EIR Guidelines Section 15275.

12. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): **Please complete for Annual Element Projects Only**

a. Was the private sector involved in the development of this project as set forth in your adopted policy? YES. SRTP Page Ref._____.
b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project? NO. SRTP Page Reference_____.
c. Are there impediments affecting your ability to contract for the above named project? NO. SRTP Page Reference _____.
d. Have you received any formal complaints from the private sector regarding this project? NO. SRTP Page Reference _____.

13. ADDITIONAL PLANNING JUSTIFICATION:

MUNI contracted with the firm of Booz-Allen & Hamilton to determine the economic life of the Boeing LRV. The Booz-Allen report makes no definite recommendation as to when the Boeing cars should be retired. The findings are that the year at which it makes most economic sense to retire the Boeing LRVs is dependant upon the rate at which the cost of maintenance on the cars grows.

The report shows that given various maintenance cost growth rates, it makes economic sense to retire the fleet by 1996, 2003, or 2008. Based on experience, MUNI estimates that the maintenance cost growth rate will fall somewhere between the first and second examples, probably closer to the first; therefore, based on the Booz-Allen study, it makes economic sense to retire the Boeing fleet between 1996 and 1999.

During the past year the Federal Transportation Administration has determined that the Boeing LRVs may be retired after 15 years of service. Of MUNI's 128 Boeing LRVs, 98 started service in 1980, making them eligible for retirement in 1995; and 30 Boeing LRVs started service in 1983, making them eligible for retirement in 1998.

The first order of new LRVs has been awarded to Breda, and 44 Breda LRVs will be arriving during 1995. Originally, these cars were to have been expansion cars; that is, they were to be used to increase the size of the LRV fleet to 168 cars. However, several things have occurred during the past year to warrant a change in that strategy.

First, the Boeing cars have been experiencing worse-then-expected maintenance problems, with one LRV line having to be "dieselized" for a period of time because of a lack of available LRVs. On-going problems with the Boeing cars are causing worsening inconvenience and discomfort for passengers as service continues to deteriorate. The replacement of the Boeing cars has become necessary in order to provide even minimal levels of service and comfort to MUNI passengers. It is increasing felt, both within MUNI and among passengers, that the single most significant thing that MUNI can do to improve service to the public is the replacement of the Boeing LRVs.

Second, the current financial climate has produced a shortfall of anticipated capital and operating funds. In order to respond to this, MUNI has had to reprioritize its capital program. The expansion of the LRV fleet to 168 cars requires the construction of another LRV operating division, with associated capital and operating costs. This larger fleet would be used to increase service on existing lines as well as provide new service, which again, will increase operating costs. It seems unlikely that either the capital or the operating funding will be available in the short-term.

It has been determined that operation of the current service, and the addition of service to the MUNI Metro Turnback and Extension to 6th Street, could be operated with a fleet size of 136 LRVs. The Green/Geneva complex can house and service up to that number of LRVs.

Finally, FTA determined that the Boeing cars could be retired after 15 years of service, which makes this first order eligible to be used as replacement vehicles.

Based on the above, it seems most advantageous to use eight of the first 44 Breda cars as expansion vehicles and the remaining 36 cars as replacements, and retire 36 Boeing cars on a one-for-one basis as the Bredas arrive. This would then be followed by a second order for 92 new LRVs, which would be used as replacements for the remaining 92 Boeing cars, and which would

start arriving as soon as possible after the first 44 Breda cars arrive. The first 44 new LRVs would arrive in 1995, and the second order would arrive in 1996 through 1998. The 30 Boeing cars that started service in 1983 would be retired last in 1998, when they reach 15 years of service.

A third order of new LRVs, to be used as expansion vehicles, would be scheduled to arrive when both operating and capital funding is available to purchase/construct and operate both the additional cars and the new operating division.

The new cars will have expanded accessibility features that will meet ADA requirements. They will be articulated vehicles, featuring eight doors and six axles. The cost estimates for the cars, which are based upon recent bids and are shown in escalated dollars, include 7% sales tax; inspection, acceptance, and delivery charges; spare parts; fareboxes; AVL and train control equipment; and radios.

PROJECT COST ESTIMATE

Capital: The capital cost of the first order of Breda cars is about $2.7 million per car. If the second order goes to bid in early 1994 and is awarded to Breda, an increase to $2.9 million per car can be expected. If a different car manufacturer is chosen, the cost per car might vary. For planning purposes, the assumption is that the second order of 92 cars will cost $2.9 million per car, for a total of $266.8 million dollars.

Operating: One of the main problems with the Boeing LRVs is the extremely high maintenance cost of the car. It is assumed that the new LRVs will have much lower maintenance costs, although a relatively accurate amount cannot be calculated until the manufacturer provides Operation and Maintenance Manuals for the cars, and MUNI develops experience with the vehicles. For planning purposes it is assumed that maintenance costs will be reduced by 25%. The total variable cost for LRV maintenance in FY 1992/93 is about $13.9 million. If the entire fleet were replaced the maintenance budget would decrease by about $3.48 million per year in 1992 dollars.

The first order for 36 replacement LRVs will replace 28% of the fleet. Thus, starting in 1996 the maintenance budget will decrease by about $970,000 per year in 1992 dollars. The second order of 92 replacement LRVs will completely replace the Boeings by early 1998 and the annual maintenance budget will decrease by another $2.50 million in 1992 dollars.

PROJECT STATUS AS OF 7/01/93

Engineering has been completed and the prototype is under construction.

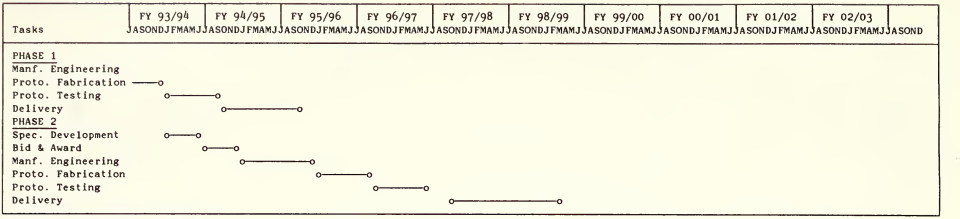
PROJECT SCHEDULE

TASKS	BEGIN	COMPLETE
FIRST PHASE		
1. Manufacturer Engineering	02/01/92	01/31/93

TASKS	BEGIN	COMPLETE
2. Prototype Fabrication	02/01/93	09/30/93
3. Prototype Arrival & Testing	10/01/93	05/31/94
4. Delivery of Production Vehs.	10/01/94	09/30/95
SECOND PHASE		
1. Specification Dev.	02/01/93	07/31/93
2. Bid & Award	08/01/93	01/31/94
3. Manufacturer Engineering	02/01/94	01/31/95
4. Prototype Fabrication	02/01/95	09/30/95
5. Prototype Arrival & Testing	10/01/95	05/31/96
6. Delivery of Production Vehs.	10/01/96	03/31/98

LIGHT RAIL VEHICLE PURCHASE TO REPLACE 128 LRVS

PROJECT SCHEDULE



PROJECT FINANCIAL PLAN

Amounts in 000's

FUNDING SOURCE	FY 93/94	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	PROJECT TOTAL*
FTA Sec.3-Rail Mod.	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$22,520
FTA Sec.3-Fixed Gdwy.	$13,972	10,119	12,376	31,838	34,670	34,670	34,670	0	0	0	194,962
FTA Sec.9-Form.Repl.	0	0	0	0	0	0	0	0	0	0	890
St.Flex Cong.Relief	0	0	0	0	35,302	35,300	0	0	0	0	70,602
St.Trans.Cap.Improv.	0	0	0	0	0	0	0	0	0	0	14,962
St.Rail Bnds-Prop108	$13,353	12,600	0	43,700	0	0	0	0	0	0	82,553
St.Rail Bnds-Prop116	0	0	0	0	0	0	0	0	0	0	3,070
Bridge Tolls-AB 664	0	0	0	0	0	0	0	0	0	0	993
Bridge Tolls-Reg.Meas.	$2,070	2,845	2,875	2,890	2,930	0	0	0	0	0	17,403
Other Local-Various	0	0	0	0	0	0	0	0	0	0	8,000
SF MUNI Rwy.Improv.	0	0	0	0	0	0	0	0	0	0	38
T1DF-Cap.	0	4,000	4,000	4,000	4,000	4,000	0	0	0	0	33,434
Transp.Sales Tax-Cap	$6,000	6,600	6,000	8,000	9,843	12,734	12,758	0	0	0	74,835
Transp.Sales Tax-Op.	0	559	1,162	1,208	1,257	1,307	1,372	0	0	0	6,865
TOTAL	$35,395	$36,723	$26,413	$91,636	$88,002	$88,011	$48,800	$0	$0	$0	$531,128

Prior Funding: $116,148. Sources: FTA Sec.3-Rail Mod.: $22,520; FTA Sec.3-Fixed Guideway: $22,648; FTA Sec.9 Form.Repl.: $890; St.Trans.Cap.Improv: $14,962; St.Rail Bnds-Prop108: $12,900; St.Rail Bnds-Prop116: $3,070; Bridge Tolls AB 644: $993; Bridge Tolls Reg.Meas.: $3,793; Other Local: $8,000; SFMR1C: $38; T1DF-Cap: $13,434; Transp.Sales Tax-Cap: $12,900.

* Includes prior funding.

CAPITAL IMPROVEMENT PROGRAM

NOTE: This financial plan is preliminary. MUNI will submit a Board adopted Financial Plan which is subject to MTC approval.

FY 1993-94 SECTION 3 BUS PROGRAM OF PROJECTS

MTC REGION

FTA SECTION 3 - BUS PROGRAM ^^
Designated Recipient: Metropolitan Transportation Commission

Section 3 Funds Programmed:

	Program of Projects Capital Projects	Score	Section 3 Federal Share	*Cumulative Federal Share*	Proposed State Share	Proposed Local Share	FY 94 POP Total Project Cost
MU07	Trolley Repl (35 Art)*	14	15,000,000	*$15,000,000*		2,647,059	$17,647,059
REG2	Regional ADA Projects	13	12,958,222	$27,958,222		1,439,802	$14,398,024
	Composed of:						
REG	Reg ADA Eligib. DB for MTC Region		335,700			37,300	$373,000
AC30	ADA Implem. Prog.: Fixed Rt Headsigns Retrofit/		1,620,000			180,000	$1,800,000
ALA Cnty	10 Paratransit Veh & ADA Computers & Softwar		867,816			96,424	$964,240
	(For LAVTA, AC Transit, BART, Union City)						
CC	6 Paratransit Veh & ADA Comp. Scheduling Syst		428,015			47,557	$475,572
LV02	ADA Hardware/Software		47,250			5,250	$52,500
MU	Seattle Metro Trolley Coach Lease (18)		431,017			47,891	$478,908
SM	28 Paratransit Veh & ADA Bus Stop Accessibility		3,235,799			359,533	$3,595,332
SC	20 Paratransit Vehicles, ADA Bus Stop Improve.		2,025,000			225,000	$2,250,000
FF	ADA Implemen. Prog: 2 Paratransit Veh/2 miniva		453,463			50,385	$503,848
GG	Expansion Paratransit Vehicles (9) & Bus Stop &		989,944			109,994	$1,099,938
NA01	Announcement System for Sight-impaired Passen		117,000			13,000	$130,000
SR02/SR03	6 Paratransit Veh & Bus Stop Improvements		306,000			34,000	$340,000
SO02/SO05	Paratransit Facil & 5 Paratransit Veh		945,000			105,000	$1,050,000
VL01	10 Paratransit Veh & Paratransit Radio/Dispatch		786,816			87,424	$874,240
VV01	3 Paratransit Veh & ADA equip for Fixed Route B		225,000			25,000	$250,000
WC01	3 Paratransit Veh & related equipment		144,401			16,045	$160,446

^^ FY 1994 Section 3 Bus ADA earmark projects will be reevaluated and programmed, as appropriate, in the FY 1994 Section 9 program if earmark funds are not forthcoming.

CAPITAL PRIORITIES FY94

PROJECT JUSTIFICATION WORKSHEET

1. OPERATOR: San Francisco Municipal Railway

2. PROJECT NAME: Trolley Purchase to Replace 344 Flyer Trolley Coaches

3. PROJECT DESCRIPTION: This project will replace the Flyer trolley coach fleet in phases.

4. PROJECT CLASS: (1) New or Used Revenue Vehicles

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $102,679,000

7. PROPOSED STATE FUNDING: $24,203,000 (This cost estimate is for 190 trolleys only; the

8. PROPOSED LOCAL MATCH: $23,577,000 final CIP will include the cost estimate to replace

9. TOTAL PROJECT COST: $150,459,000 all 344 trolleys.)

10. PRIOR FUNDING: $80,428,000

11. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: NEPA STATUS: Categorical Exclusion pursuant to 23 771.117(c)(17). CEQA STATUS: Categorical Exemption pursuant to the State EIR Guidelines 15302(c).

12. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): **Please complete for Annual Element Projects Only**

a. Was the private sector involved in the development of this project as set forth in your adopted policy? YES. SRTP Page Ref._____.
b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project? NO. SRTP Page Reference_____.
c. Are there impediments affecting your ability to contract for the above named project? NO. SRTP Page Reference _____.
d. Have you received any formal complaints from the private sector regarding this project? NO. SRTP Page Reference _____.

13. ADDITIONAL PLANNING JUSTIFICATION:

The Municipal Railway's trolley coaches carry 325,000 daily passengers, roughly one-fifth the region's ridership. Many trolley coach lines operate on very short peak headways and are currently very crowded. This makes them prime candidates for articulated coaches, which can provide the needed additional capacity, while at the same time reducing operating costs. The trolley coach Fleet Plan proposes to replace the entire trolley coach fleet, which are all standards, with mostly articulated coaches (two-thirds articulated; one-third standard), and to phase the purchase over an eight-

year period.

The current trolley coach fleet of 344 Flyer standard coaches was acquired in a single purchase in 1976. It is assumed that the economic life of a trolley coach is about 18 years, making the entire fleet eligible for replacement in 1994. In order to phase the purchase over eight years, it will be necessary to retire some coaches after this age is reached.

A goal of the Trolley Coach Fleet Plan is to determine the number of articulated and standard coaches needed to meet demand. Lines must have certain operating and ridership characteristics before they become candidates for articulated coaches, and these characteristics can change over time. In order for MUNI to be able to purchase the appropriate mix of standard and articulated coaches that will be needed in 2001, it would be advantageous to determine that number as close to 2001 as possible. Therefore, this project is to replace 344 standard trolley coaches with an appropriate mix of standard and articulated trolley coaches, to be determined in as each bid goes out. The current Trolley Coach Fleet Plan anticipates that this number will be 120 standard coaches and 208 articulated coaches.

Given the above, the replacement/retirement schedule is as follows (keeping in mind that the numbers may change somewhat by the time the coaches are ordered because of changing ridership patterns):

1993 : receive 60 new artics - retire 70 Flyer standards
1995 : receive 30 new artics & 50 new standards - retire 44 Flyer standards
1996 : receive 50 new standards - retire 61 Flyer standards
2001 : receive 63 new artics & 20 new standards - retire 76 Flyer standards
2002 : receive 55 new artics - retire 63 Flyer standards

All new coaches will meet ADA requirements and have accessible features such as wheelchair lifts, kneelers, and ADA-compliant signage.

The cost of the coaches is based upon recent bids and is shown in escalated dollars. The coaches will feature extra-wide doors and heavy-duty suspension. The cost estimates include 7% sales tax; inspection, acceptance, and delivery charges; spare parts and engines; and the installation/replacement of fareboxes, AVL equipment, and radios.

PROJECT COST ESTIMATE

Capital: Capital costs are based on the cost of the trolley coaches purchased most recently by MUNI, and escalated 5% per year. The most recently purchased articulated trolley coaches arrived in 1992 and cost $757,000 per coach. This includes 8.5% sales tax; inspection, test & acceptance, and delivery charges; spare parts; and the installation/ replacement of fareboxes, AVL equipment, and radios. When escalated at 5% per year, articulated coaches that arrive in 1994 would cost $835,000 each; and articulated coaches that arrive in 2001 and 2002 would cost $1.82 million each.

Standard trolley coaches were last purchased by MUNI in 1975, and those

costs would not be valid for future cost estimates. Recent motor coach purchases by MUNI show that standard motor coaches cost about 63.5% of articulated motor coaches. If that same percentage is applied to trolley coaches, standard coaches that arrive in 1994 would cost $529,000 each; and standard coaches that arrive in 2001 would cost $744,000 each.

Operating: Operating costs can be impacted by this project in two ways. First, by the different type of trolley coach with more electronics and added components such as a wheelchair lift and APU. Second, by the deployment method applied to the articulated coaches.

With respect to the first way mentioned above in which operating costs could be impacted -- the different type of trolley coach with more electronics and added components such as a wheelchair lift and APU -- only rough estimates can be made at this time. For planning purposes, it is being assumed that the different type of trolley coach would increase maintenance costs by about 5%. The total variable maintenance costs for trolley coaches in FY 1992/93 is $6.32 million. Thus, the first 60 artics, which represent about 17% of the total fleet size, could increase maintenance costs by about $54,000 per year in 1992 dollars. The second order of 30 artics and 100 standards could increase operating costs by about $123,000 per year in 1992 dollars. The final order of 118 artics and 20 standards could increase operating costs by about $139,000 per year in 1992 dollars. However, this assumes that the artics are deployed in a manner that holds operating costs constant. If, in fact, operating costs are decreased by the deployment of artics, these maintenance cost increase figures would be smaller.

With respect to the second way mentioned above, articulated coaches can be deployed relative to standard coaches in a variety of ways to achieve increased capacity and/or reduced operating costs. The exact deployment of the artic trolley coaches has not yet been determined so that the impact on operating costs cannot be calculated. However, there are two extreme deployment strategies: 1) hold operating costs constant and increase capacity to the maximum extent; and 2) hold capacity constant and decrease operating costs to the maximum extent. Both extremes are presented as follows; the actual impact on the operating cost will probably be somewhere between them.

The assumptions are that the operating cost ratio of standard to artic is 1:1.1; the capacity ratio of standard to artic is 1:1.4. For the first order of 60 articulated trolley coaches, the two extremes are: if operating costs are held constant, capacity can be increased by 27%. If capacity is held constant, operating costs can be decreased by 21%. The total variable operating costs for trolley coaches in FY 1992/93 is $36.36 million. The first 60 artics will replace 70 standards, which is 26% of peak demand. If it is assumed that the impact on peak demand can be used as a rough estimate of overall impact, 26% of the total variable operating costs is $9.45 million. A 21% decrease in that amount would translate into $1.98 million per year in 1992 dollars.

Thus, the total annual operating cost impact of the first 60 artic trolleys would be between $0 and $1.98 million in 1992 dollars. The figures for the second order of 30 artics would be half those of the 60 artics, providing

annual operating cost savings of between $0 and $.99 million in 1992 dollars. The final order of 118 artics would provide between $0 and $3.96 million of annual operating cost savings, in 1992 dollars.

PROJECT STATUS AS OF 7/01/93

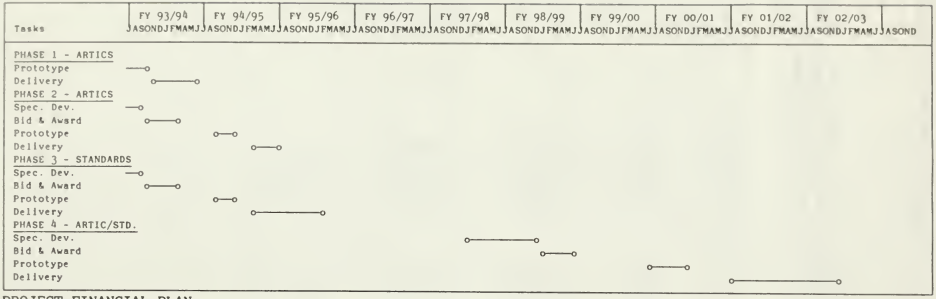
The first order of artics has been funded, and the prototype is is being tested. A new specification for a standard trolley coach and a revised specification for an articulated trolley coach are being prepared.

PROJECT SCHEDULE

TASKS	BEGIN	COMPLETE
FIRST PHASE - Artics		
1. Prototype Testing	08/01/92	07/01/93
2. Production Vehs. Del.	11/01/93	06/30/94
SECOND PHASE - Artics		
1. Specification Dev.	05/01/93	09/30/93
2. Bid & Award	10/01/93	03/31/94
3. Prototype Testing	09/01/94	12/31/94
4. Production Vehs. Del.	03/01/95	06/30/95
THIRD PHASE - Standards		
1. Specification Dev.	05/01/93	09/30/93
2. Bid & Award	10/01/93	03/31/94
3. Prototype Testing	09/01/94	12/31/94
4. Production Vehs. Del.	05/01/95	07/31/96
FOURTH PHASE - Mix of Standards and Artics		
1. Specification Dev.	01/01/98	12/31/98
2. Bid & Award	01/01/99	06/30/99
3. Prototype Testing	07/01/00	12/31/00
4. Production Vehs. Del.	07/01/01	12/31/02

TROLLEY COACH PURCHASE TO REPLACE 344 FLYER TROLLEY COACHES

PROJECT SCHEDULE



PROJECT FINANCIAL PLAN

Amounts in 000's

FUNDING SOURCE	FY 93/94	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	PROJECT TOTAL
FTA Sec.3-BusAltFuels	$15,000	$15,000	$15,000	$0	$0	$0	$0	$0	$0	$0	$78,412
FTA Sec.9-FormRepl.	0	0	0	0	0	0	0	0	0	0	19,467
Fed.Cong.Management	0	4,800	0	0	0	0	0	0	0	0	4,800
State Trns.Cap Improv	1,870	1,324	1,324	1,324	0	0	0	0	0	0	18,201
St.Rail Bnds-Prop108	1,075	0	0	1,872	0	0	0	0	0	0	2,947
St.Petro.Viol.Escrow	500	500	500	500	0	0	0	0	0	0	2,400
St.Traffic Sys.Mgmnt.	0	655	0	0	0	0	0	0	0	0	655
Bridge Tolls-AB 664	0	0	0	0	0	0	0	0	0	0	446
Regional-TDA/STA	0	0	0	0	0	0	0	0	0	0	52
SF MUNI Rwy.Improv.	0	0	0	0	0	0	0	0	0	0	2,795
TIDF-Cap.	0	0	0	0	0	0	0	0	0	0	1,875
Trans.Sales Tax-Cap	2,945	1,324	1,324	3,195	0	0	0	0	0	0	18,409
TOTAL	21,390	23,603	18,148	6,891	0	0	0	0	0	0	150,460

Prior Funding: $80,428. Sources: FTA Sec.3-BusAltFuels: $33,412; FTA Sec. 9-Form.Repl.: $19,467; St. Trans.Cap.Improv.: $12,360; St.Petro.Viol.Escrow: $400; Bridge Tolls-AB 664: $446; Regional-TDA/STA: $52; SFMRIC: $2,795; TIDF: $1,875; Transp.Sales Tax: $9,621.

* Includes prior funding.

CAPITAL IMPROVEMENT PROGRAM

FTA SECTION 3 - BUS PROGRAM
FY 1994 REGIONAL ADA PROJECTS

OPERATOR: AC Transit

Project Component	Section 3 Federal Share	Proposed Local Share	FY 94 POP Total Project Cost
Retro-fit of Buses w/ Automated PA Systems-Phase I	1,350,000	150,000	1,500,000
Retro-fit of Bus Destination Signs-Phase I	270,000	30,000	300,000
As listed in FY 1994-2000 Capital Priorites List and Program of Projects §3 Bus Worksheet:	1,620,000	180,000	1,800,000

March 1, 1993

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93 - 94
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: AC 13 - ADA Fixed Route Loudspeaker System

3. PROJECT DESCRIPTION: Phase I - Retro-fit of Buses with automated PA systems to enable drivers to comply with ADA Legislation.

4. PROJECT CLASS: (8) Operating Yards and Station

5. SRTP PAGE REFERENCE: *Will be in Next SRTP TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $270,000 FTA Sec. 3 Funds (ADA)

7. PROPOSED LOCAL MATCH: (10%) $ 30,000 Toll Bridge Revenue

8. TOTAL PROJECT COST: $300,000

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c)(14)
CEQA STATUS: 14 Cal Admin. Code, Section 15301

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference Appendix E*

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

March 1, 1993

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93 - 94
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: AC 12 - ADA Bus Destination Sign Retro-fit

3. PROJECT DESCRIPTION: Phase I - Retro-fit of Bus Destination Signs to comply with ADA Legislation.

4. PROJECT CLASS: (8) Operating Yards and Station

5. SRTP PAGE REFERENCE: *Will be in Next SRTP TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $1,350,000 FTA Sec. 3 Funds (ADA)

7. PROPOSED LOCAL MATCH: (10%) $ 150,000 Toll Bridge Revenue

8. TOTAL PROJECT COST: $1,500,000

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c)(14)
CEQA STATUS: 14 Cal Admin. Code, Section 15301

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference Appendix E*

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. PLANNING JUSTIFICATION:

Private Sector

*The Private Sector will be invited to comment on the above project at a public hearing held each year in conjunction with other regional transit operators and coordinated by the Metropolitan Transportation Commission. This public hearing is not referenced in our SRTP. Notification of this hearing is via newspaper ads and through a mailing to private sector providers.

Our present revenue vehicle destination signs do not meet the requirements of the ADA Legislation. We are proposing to retro-fit the signage (head and side signs) on 384 buses that are scheduled to be in service in 1997. The estimated cost is $6,000 per revenue vehicle. The 1200 and 1300 series buses are close to replacement and will not be retrofitted.

Phase I of this project would commence in FY 1993-94 with a project total of $1,500,000. Phase II of this project would commence in 1994-95 with a project total of $804,000. The project would include:

Series	Year and Make	Active
1400-1500	1984 Gillig	132
2400-2500	1988 Flyer	56
2500	1989 Flyer	52
1600	1989 Flyer Artics	30
2600	1990 Gillig	52
2700	1991 Gillig 30'	62
	Total	384

384 buses @ $6,000 each = $2,304,000

A. Continuation of Prior Commitment

1. This project is not a continuation of a funded multi-year project.

B. Project Merit

1. This project will directly benefit our passengers.

2. This project will directly produce benefits to system productivity, and effectiveness.

3. This project will address significant Federal and Regional

goals or policies regarding compliance with the Americans with Disabilities Act (ADA). It is important that this project be implemented as soon as possible.

4. This project will involve replacement or maintenance of revenue equipment for maintaining existing service.

Date: March 1, 1993
Project: AC12 - ADA Bus Destination Sign Retro-fit*
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 93-94
Initial Clearances Required:

IMPLEMENTATION SCHEDULE:	FY 92-93 Q1 Q2 Q3 Q4	FY 93-94 Q1 Q2 Q3 Q4	FY 94-95 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Init. Approval	XXO				
TASK 2: Develop Specs.	XXX				
TASK 3: Board Approval		XXO			
TASK 4: Bid Process		XXXXX			
TASK 5: Delivery		XXXXXX			
TASK 6: Installation			XXXXXXXXXXXX		
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 92-93	FY 93-94	FY 94-95	FY	FY
UMTA SEC. 9 UMTA SEC. 3 OTHER FED.		$ 1,350,000	$ 723,600		
LOCAL FUNDS SOURCE: B T		150,000	80,400		
TOTAL FUNDS		$ 1,500,000	$ 804,000		

* This project is being submitted as one of the District's ADA projects.

FTA SECTION 3 - BUS PROGRAM
FY 1994 REGIONAL ADA PROJECTS

OPERATOR: Alameda County for
LAVTA, AC Transit, BART, Union City

Project Component	Section 3 Federal Share	Proposed Local Share	FY 94 POP Total Project Cost
Purchase ADA Computers & Software	225,000	25,000	250,000
Purchase Ten Paratransit Vehicles	642,816	71,424	714,240
As listed in FY 1994-2000 Capital Priorites List and Program of Projects §3 Bus Worksheet:		96,424	964,240

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for FY 1994
on MTC's Transit Capital Priorities

1. OPERATOR: Paratransit Services Entity (LAVTA, A/C Transit, BART, Union City)

2. PROJECT NAME: ADA Hardware and Software

3. PROJECT DESCRIPTION: Purchase ADA Computers and Software

4. PROJECT CLASS: 13 Data Processing

5. SRTP PAGE REFERENCE: Coordinated Paratransit Plan for LAVTA, Alameda-Contra Costa Transit, BART, Union City C-3

6. PROPOSED FEDERAL FUNDING: $225,000 SOURCE: FTA Section 3

7. PROPOSED LOCAL MATCH (10%): $ 25,000 SOURCE: Op

8. TOTAL PROJECT COST: $ 250,000

9. PRIOR FTA FUNDING:

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c)(17)
CEQA STATUS: 14 Cal.Admin Code, Section 15302

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy:

_____No. __X__Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____No. _____Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference_____)

c. Are there impediments affecting your ability to contract for the above name project?:

__X__No. _____Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the Private sector regarding this project?

__X__No. _____Yes: SRTP Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION

Paratransit Services Entity

The four transit operator's in Alameda County have cooperated to prepare a coordinated paratransit plan which describes how they will comply with the paratransit requirements of the Americans with Disabilities Act (ADA). This plan recommends that the operators join together in a new entity, Paratransit Services Entity (PSE). The PSE will be governed by a board including representatives of the four operators. It will have a limited staff and be mainly concerned with setting policy, with identifying funding, and with administering contracts for a service broker and possibly for service providers.

A Broker will be selected through a competitive procurement, and will have responsibility for taking trip reservations, assigning them to appropriate providers, enforcing service quality standards, and conducting initial complaint investigations.

Either the PSE or the broker will contract with a variety of providers, including taxi companies, van companies which can provide service based on a per-trip reimbursement, van companies which operate vehicles dedicated to broker service and are reimbursed per vehicle hour, and existing local public providers.

Purchase ADA Computer Hardware and Software

Computer hardware and software is required to implement the Coordinated Paratransit Plan. The equipment would be used by both the PSE and Broker to:

Prepare vehicle schedules and routes

Maintain a database of passenger profiles which would be updated as passengers are certified

Allow for on-line access to passenger profiles for trip reservations

Allow downloading or accessing of the regional ADA database

Provide trip request information

Provide information on resources available to provide trips (e.g. vendors, type of service, hours operated)

Allow for a computer link to vendors

Compile daily accomplishments (e.g. trips provided, on time performance)

Provide an accounting package to allocate trip costs among agencies

Provide a digital map for determining which trips are within ADA service criteria

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for FY 1994
on MTC's Transit Capital Priorities

1. OPERATOR: Paratransit Services Entity (LAVTA, AC Transit, BART, Union City)

2. PROJECT NAME: Paratransit Vehicles

3. PROJECT DESCRIPTION: Purchase Ten Paratransit Vehicles

4. PROJECT CLASS: 1 New Revenue Vehicles

5. SRTP PAGE REFERENCE: Coordinated Paratransit Plan for AC Transit, BART, LAVTA and Union City

6. PROPOSED FEDERAL FUNDING: $642,816 SOURCE: FTA Section 3

7. PROPOSED LOCAL MATCH (10%): $ 71,424 SOURCE: Op

8. TOTAL PROJECT COST: $ 714,240

9. PRIOR FTA FUNDING:

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c)(17)
CEQA STATUS: 14 Cal.Admin Code, Section 15302

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy:

_____No. __X__Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____No. _____Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference___)

c. Are there impediments affecting your ability to contract for the above name project?:

__X___No. ____Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the Private sector regarding this project?

__X__No. _____Yes: SRTP Reference _____
(If yes, how have the complaints been addressed?
Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION

Paratransit Services Entity

The four transit operator's in Alameda County have cooperated to prepare a coordinated paratransit plan which describes how they will comply with the paratransit requirements of the Americans with Disabilities Act (ADA). This plan recommends that the operators join together in a new entity, Paratransit Services Entity (PSE). The PSE will be governed by a board including representatives of the four operators. It will have a limited staff and be mainly concerned with setting policy, with identifying funding, and with administering contracts for a service broker and possibly for service providers.

A Broker will be selected through a competitive procurement, and will have responsibility for taking trip reservations, assigning them to appropriate providers, enforcing service quality standards, and conducting initial complaint investigations.

Either the PSE or the broker will contract with a variety of providers, including taxi companies, van companies which can provide service based on a per-trip reimbursement, van companies which operate vehicles dedicated to broker service and are reimbursed per vehicle hour, and existing local public providers.

Purchase 10 Paratransit Vehicles

The Coordinated Paratransit Plan forecasts a need to purchase ten vehicles per year. Assuming a vehicle life of five years, this would be sufficient to maintain a fleet of 50 vehicles which would carry about one-half of the trips arranged by the broker. The remaining trips would be carried on provider-owned vehicles, including taxicabs and vans.

FTA SECTION 3 - BUS PROGRAM
FY 1994 REGIONAL ADA PROJECTS

OPERATOR: Central Contra Costa Transit Authority

Project Component	Section 3 Federal Share	Proposed Local Share	FY 94 POP Total Project Cost
ADA Emergency Expansion Paratransit Van	48,134	5,348	53,482
ADA Computerized Scheduling System	108,000	12,000	120,000
Expansion ADA Paratransit Vehicles	271,881	30,209	302,090
As listed in FY 1994-2000 Capital Priorities List and Program of Projects §3 Bus Worksheet:	428,015	47,557	475,572

Date: January 29, 1993
FY94-96

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for the Nine-year Program
of MTC's Transit Capital Priorities

1. OPERATOR: Central Contra Costa Transit Authority

2. PROJECT NAME: Expansion ADA Paratransit Vehicles

3. PROJECT DESCRIPTION: Purchase of 15 paratransit vehicles (vans) and related equipment including wheelchair lifts, air conditioning, and two-way radios for needed expansion of services to meet patron demand. This project will cover three years (five vehicles in fiscal year 1994).

4. PROJECT CLASS: New/used Revenue Vehicles

5. SRTP PAGE REFERENCE: III-18 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $271,881 SOURCE: ADA Earmark

7. PROPOSED LOCAL MATCH (10%): $30,209 SOURCE: Bridge Tolls

8. TOTAL PROJECT COST: $302,090

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117(c)(17).
CEQA STATUS: 14 Cal. Admin. Code, Section 15302.

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1):

a. Was the private sector involved in the development of this project as set forth in your adopted policy?

_____ No. _____ Yes: SRTP Page Reference

b. Were the proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No. _____ Yes: SRTP Page Reference
(If yes, how were those proposals evaluated? Reference)

c. Are there impediments affecting your ability to contract for the above named project?

_____ No. _____ Yes: SRTP Page Reference
(If yes. have you taken measures to address the impact of these impediments?
Reference)

d. Have you received any formal complaints from the private sector regarding this project?

_____ No. _____ Yes: SRTP Page Reference
(If yes, how have the complaints been addressed? Reference)

12. ADDITIONAL PLANNING JUSTIFICATION

CCCTA officially assumed responsibility for paratransit services within its service area effective January 1, 1990. As part of the task of assuming complete responsibility for paratransit services in central Contra Costa County, CCCTA conducted an assessment of the existing level of paratransit services in central county as well as existing demand. In addition, CCCTA has completed an updated 1993 Americans With Disabilities Act of 1990 (ADA) Paratransit Compliance Plan outlining future paratransit demand and detailing a plan of action to efficiently and effectively meet that demand.

As documented in both the 1993 CCCTA ADA Paratransit Compliance Plan update and the 1992 CCCTA SRTP update, planning for future paratransit services in central Contra Costa County show that an expansion of services will be imperative in order to meet future service demand with any kind of consistency, reliability, and effectiveness. Currently, paratransit service cannot keep up with the existing demand. This will only be exacerbated if service is not steadily increased over time. If CCCTA is to increase paratransit service, it is imperative that CCCTA be able to increase the number of revenue vehicles available to provide paratransit services.

Withstanding the increasing demand for paratransit services in Central County, CCCTA will have to significantly increase paratransit services in order to be in compliance with the recently passed Americans with Disabilities Act of 1990 (ADA). The guidelines require a reasonable level of equity between fixed-route services and paratransit services offered by individual operators. This means that CCCTA will have to increase its level of paratransit services in order to be in reasonable balance with CCCTA's fixed-route level of service. Effective delivery of this increase in paratransit services will require an increase in revenue vehicles available to provide paratransit services. Again, this is documented in the 1993 CCCTA ADA Paratransit Compliance Plan update.

Funding to operate the additional service that these expansion vans will support will primarily come from Measure C funding (Contra Costa County's local transportation sales tax). This funding source is expected to increase by about 85% between fiscal year 1992 and fiscal year 1998. This funding source typically accounts for between 50% to 60% of the total CCCTA paratransit funding in any given fiscal year of the Nine-year planning period. Additionally, TDA 4.5 revenues are expected to grow by about 42% between fiscal year 1992 and fiscal year 1998 and fare revenue is expected to grow by about 24%. A portion of the growth in these two funding sources will also go to support the operations of additional paratransit services.

Furthermore, operating reserves which have been set aside for ADA paratransit service will be used to support expanded ADA paratransit

service. These reserves have been accumulating for this express purpose. They will be drawn down once the necessary vehicles needed to deliver the expanded service have been acquired.

This project which entails purchasing 15 expansion paratransit vans will occur over a three year period with the first five being purchased in fiscal year 1994, the second three in fiscal year 1995, and the third three in fiscal year 1996.

Date: January 29, 1993
FY94

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for the Nine-year Program
of MTC's Transit Capital Priorities

1. OPERATOR: Central Contra Costa Transit Authority

2. PROJECT NAME: ADA Computerized Scheduling System

3. PROJECT DESCRIPTION: Purchase and development of a computer system to register and schedule ADA paratransit trips for Americans with Disabilities Act (ADA) eligible clients. This project will finance the hardware and the development of the necessary software.

4. PROJECT CLASS: Computerized Paratransit Registration & Scheduling System

5. SRTP PAGE REFERENCE: III-16 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $96,000 SOURCE: ADA Earmark

7. PROPOSED LOCAL MATCH (20%): $24,000 SOURCE: Bridge Tolls

8. TOTAL PROJECT COST: $120,000

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117(c)(17).
CEQA STATUS: 14 Cal. Admin. Code, Section 15302.

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1):

a. Was the private sector involved in the development of this project as set forth in your adopted policy?

_____ No. _____ Yes: SRTP Page Reference

b. Were the proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No. _____ Yes: SRTP Page Reference
(If yes, how were those proposals evaluated? Reference)

c. Are there impediments effecting your ability to contract for the above named project?

_____ No. _____ Yes: SRTP Page Reference
(If yes, have you taken measures to address the impact of these impediments?
Reference)

d. Have you received any formal complaints from the private sector regarding this project?

_____ No. _____ Yes: SRTP Page Reference
(If yes, how have the complaints been addressed? Reference)

12. ADDITIONAL PLANNING JUSTIFICATION

In order to have the ability to provide ADA paratransit service that is comparable to its fixed route service and to effectively and efficiently maintain a data base of ADA eligible clients, CCCTA will need to revise the way in which ADA certified clients are registered and scheduled for ADA paratransit trips.

CCCTA's current paratransit scheduling system and paratransit computer capabilities are not sufficient to meet the expected and anticipated ADA requirements. This is well documented in both the Authority's 1992 SRTP as well as its 1993 ADA Paratransit Compliance Plan update.

This project then will finance the acquisition of a computerized system to register and schedule the paratransit trips of ADA eligible individuals in a manner that is in compliance with the ADA. Furthermore, this project will fund the costs associated with developing the necessary software related to this project.

Date: January 29, 1993
FY94

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for the Nine-year Program
of MTC's Transit Capital Priorities

1. OPERATOR: Central Contra Costa Transit Authority

2. PROJECT NAME: ADA Emergency Expansion Paratransit Van

3. PROJECT DESCRIPTION: Purchase of one paratransit van and related equipment including wheelchair lifts, air conditioning, and two-way radios for needed expansion of services to meet patron demand and the Americans with Disabilities Act (ADA) requirements.

4. PROJECT CLASS: New/used Revenue Vehicles

5. SRTP PAGE REFERENCE: III-18 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $48,134 SOURCE: ADA Earmark

7. PROPOSED LOCAL MATCH (0%): $5,348 SOURCE: Bridge Tolls

8. TOTAL PROJECT COST: $53,482

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117(c)(17).
CEQA STATUS: 14 Cal. Admin. Code, Section 15302.

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1):

a. Was the private sector involved in the development of this project as set forth in your adopted policy?

_____ No. _____ Yes: SRTP Page Reference

b. Were the proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No. _____ Yes: SRTP Page Reference
(If yes, how were those proposals evaluated? Reference)

c. Are there impediments affecting your ability to contract for the above named project?

_____ No. _____ Yes: SRTP Page Reference
(If yes, have you taken measures to address the impact of these impediments?
Reference)

d. Have you received any formal complaints from the private sector regarding this project?

_____ No. _____ Yes: SRTP Page Reference
(If yes, how have the complaints been addressed? Reference)

12. ADDITIONAL PLANNING JUSTIFICATION

CCCTA officially assumed responsibility for paratransit services within its service area effective January 1, 1990. As part of the task of assuming complete responsibility for paratransit services in central Contra Costa County, CCCTA conducted an assessment of the existing level of paratransit services in central county as well as existing demand. In addition, CCCTA has completed an updated 1993 Americans With Disabilities Act of 1990 (ADA) Compliance Plan outlining future paratransit demand and detailing a plan of action to efficiently and effectively meet that demand.

As documented in both the CCCTA ADA Paratransit Compliance Plan update for 1993 and the 1992 CCCTA SRTP update, planning for future paratransit services in central Contra Costa County show that an expansion of services will be imperative in order to meet future service demand with any kind of consistency, reliability, and effectiveness. Currently, paratransit service cannot keep up with the existing demand. This will only be exacerbated if service is not steadily increased over time. If CCCTA is to increase paratransit service, it is imperative that CCCTA be able to increase the number of revenue vehicles available to provide paratransit services.

Withstanding the increasing demand for paratransit services in Central County, CCCTA will have to significantly increase paratransit services in order to be in compliance with the recently passed Americans with Disabilities Act of 1990 (ADA). The guidelines require a reasonable level of equity between fixed-route services and paratransit services offered by individual operators. This means that CCCTA will have to increase its level of paratransit services in order to be in reasonable balance with CCCTA's fixed-route level of service. To provide this increase in paratransit services will require an increase in revenue vehicles available to provide paratransit services. Again, this is documented in the 1993 CCCTA ADA Paratransit Compliance Plan update.

Funding to operate the additional service that this expansion van will support will come from operating reserves that are to be used exclusively for ADA paratransit service. These reserves have been building up to be used to support expanded ADA paratransit service once additional vehicles needed to deliver the expanded service were acquired. This is discussed in greater detail in the 1993 CCCTA ADA Paratransit Compliance Plan.

By providing additional paratransit services, CCCTA will be able to meet its commitment toward implementing its ADA related policies as outlined in the CCCTA ADA Paratransit Compliance Plan update.

FTA SECTION 3 - BUS PROGRAM
FY 1994 REGIONAL ADA PROJECTS

OPERATOR: Livermore/Amador Valley Transit Authority

Project Component	Section 3 Federal Share	Proposed Local Share	FY 94 POP Total Project Cost
Acquire Paratransit Dispatching Hardware/Software	47,250	5,250	52,500
As listed in FY 1994-2000 Capital Priorites List and Program of Projects §3 Bus Worksheet:	47,250	5,250	52,500

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for FY 1994
on MTC's Transit Capital Priorities

1. OPERATOR: Livermore/Amador Valley Transit Authority

2. PROJECT NAME: Computer Hardware/Software for ADA

3. PROJECT DESCRIPTION: Acquire Paratransit Dispatching Hardware/Software to meet ADA Requirements

4. PROJECT CLASS: 13 Data Processing

5. SRTP PAGE REFERENCE: 9-2 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $47,250 SOURCE: UMTA Section 3

7. PROPOSED LOCAL MATCH (10%): $ 5,250 SOURCE: TDA

8. TOTAL PROJECT COST: $ 52,500

9. PRIOR UMTA FUNDING:

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c)(17)
CEQA STATUS: 14 Cal.Admin Code, Section 15302

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy:

_____No. __X__Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____No. _____Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference_____)

c. Are there impediments affecting your ability to contract for the above name project?:

__X__No. _____Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the Private sector regarding this project?

__X__No. _____Yes: SRTP Reference _____
(If yes, how have the complaints been addressed?
Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION

LAVTA's Paratransit Service Plan, which responds to the requirements of the Americans with Disabilities Act, calls for the acquisition of computer hardware and software designed to improve efficiency and effectiveness of the scheduling and dispatch functions. LAVTA will purchase hardware and software for both its own system, and for the Pleasanton system. This joint purchase will result in consistency between the programs, and the ability to share information and management reports.

In FY 1993, LAVTA has earmarked $20,000 in STA funds to carry out a study to determine what specifications are required and which software program best meets the requirements. The actual purchase will be based on the results of this study.

FTA SECTION 3 - BUS PROGRAM
FY 1994 REGIONAL ADA PROJECTS

OPERATOR: San Francisco Municipal Railway

Project Component	Section 3 Federal Share	Proposed Local Share	FY 94 POP Total Project Cost
Seattle Trolley Coach Lease Program	431,017	47,891	478,908
As listed in FY 1994-2000 Capital Priorites List and Program of Projects §3 Bus Worksheet:	431,017	47,891	478,908

CAPITAL PRIORITIES FY94

PROJECT JUSTIFICATION WORKSHEET

1. OPERATOR: San Francisco Municipal Railway

2. PROJECT NAME: Seattle Trolley Coach Lease Program

3. PROJECT DESCRIPTION: This project involves leasing trolley coaches from Seattle to provide accessible trolley service on the 31-BALBOA line.

4. PROJECT CLASS: (1) New or Used Revenue Vehicles

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $431,017

7. PROPOSED STATE FUNDING: $0

8. PROPOSED LOCAL MATCH: $47,891

9. TOTAL PROJECT COST: $478,908

10. PRIOR FUNDING: $0

11. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: NEPA STATUS: Categorical Exclusion pursuant to 23 CFR 771.117(c)(14). CEQA STATUS: Categorical Exemption pursuant to the State EIR Guidelines 15301(d)15.

12. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): **Please complete for Annual Element Projects Only**

a. Was the private sector involved in the development of this project as set forth in your adopted policy? YES. SRTP Page Ref._____.
b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project? NO. SRTP Page Reference_____.
c. Are there impediments affecting your ability to contract for the above named project? NO. SRTP Page Reference _____.
d. Have you received any formal complaints from the private sector regarding this project? NO. SRTP Page Reference _____.

13. ADDITIONAL PLANNING JUSTIFICATION:

Overhead trolley wire construction was completed in 1992, to accommodate the conversion of the 31-BALBOA line from motor coach to trolley coach service. Motor coaches used on the 31-line are wheelchair accessible. However, MUNI has no accessible trolley coaches at this time. Agreement had been reached with the MUNI Railway Accessibility Advisory Committee when the 31-project began in 1989, to run the 31-line with non-accessible trolley coaches, the rationale being that the accessible motor coaches from the 31-line could be used to replace non-accessible motor coaches on other lines, thus keeping

the accessibility of the system as a whole constant.

However, following the passage of the Americans with Disabilities Act in 1991, new leadership emerged within the Accessibility Advisory Committee, resulting in general opposition to operating the 31-BALBOA with non-accessible coaches. Although not a requirement of ADA, MUNI management agreed to operate the 31-line with accessible coaches only. The result is that the 31-line has continued to operate as a motor coach line.

MUNI is in the process of procuring accessible standard trolley coaches, which will arrive in 1996. In order to start trolley operation on the 31-line earlier than that, MUNI has pursued leasing accessible trolley coaches. Seattle has 18 accessible trolley coaches it is willing to lease to MUNI, with five being returned in the second year and the other 13 returned in the third year, when MUNI's own accessible standard trolley coaches will have arrived. Minor modifications to the Seattle coaches will need to be made when they arrive (adding MUNI fareboxes, radios, etc.). Restoration work will be needed when they are returned to Seattle.

PROJECT STATUS AS OF 07/01/93

Lease charges have been negotiated, and shipping and modification costs have been determined.

PROJECT COST ESTIMATE

Capital: Lease costs are $141 per month per coach. Round-trip shipping costs, based on a quote given to Seattle, are estimated at $5,000 per coach.

	Year 1	Year 2	Year 3	Totals
Shipping	$45,000	$12,500	$32,500	$90,000
Modifications	216,000			216,000
Restoration	0	25,000	65,000	90,000
Lease	30,456	30,456	21,996	82,908
TOTALS	$291,456	$67,956	$119,496	$478,908

Operating: Variable operating costs for trolley coaches are $5.22 per hour less than for motor coaches (FY 1992/93). The 31-BALBOA line operates about 56,197 hours per year. Thus, operating cost savings would be about $293,348 per year if the 31-line were operated with trolley coaches.

PROJECT SCHEDULE

TASKS	BEGIN	COMPLETE
1. Ship 18 coaches	10/1/93	10/15/93
2. Modify 18 coaches	10/1/93	10/31/93
3. Restore & return 5 coaches	09/1/95	09/15/95
4. Restore & return 13 coaches	09/1/96	09/30/96

SEATTLE TROLLEY COACH LEASE PROGRAM

PROJECT SCHEDULE

Tasks	FY 93/94	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03
	JASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASONDJFMAMJJASOND									
Ship 18 coaches	o									
Modify 18 coaches	o									
Restore/return 5			o							
Restore/return 13				o						

PROJECT FINANCIAL PLAN

Amounts in 000's

FUNDING SOURCE	FY 93/94	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	PROJECT TOTAL
FTA-Sec.3-Bus	$262	$61	$108	$0	$0	$0	$0	$0	$0	$0	$431
SFMRIC	29	7	12	0	0	0	0	0	0	0	48
TOTAL	$291	$68	$120	$0	$0	$0	$0	$0	$0	$0	$479

FTA SECTION 3 - BUS PROGRAM
FY 1994 REGIONAL ADA PROJECTS

OPERATOR: SamTrans

Project Component	Section 3 Federal Share	Proposed Local Share	FY 94 POP Total Project Cost
Expansion Paratransit Vehicles	2,214,299	246,033	2,460,332
Paratransit Computer	94,500	10,500	105,000
ADA Bus Stop Accessibility	927,000	103,000	1,030,000
As listed in FY 1994-2000 Capital Priorites List and Program of Projects §3 Bus Worksheet:	3,235,799	359,533	3,595,332

PROJECT WORKSHEET
For Projects For FY 93/94
MTC Transit Capital Priorities

1. OPERATOR: SamTrans

2. PROJECT NAME: Expansion Paratransit Vehicles

3. PROJECT DESCRIPTION: Purchase of 28 expansion coaches in FY 93/94

4. PROJECT CLASS: (1) New or Used Vehicles

5. SRTP PAGE REFERENCE: III-33 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $2,214,299 SOURCE: FTA Section 3 Bus

7. PROPOSED LOCAL MATCH (10%): $246,033 SOURCE: STA

8. TOTAL PROJECT COST: $2,460,332

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

    NEPA STATUS: 23 CFR 771.117(c)(19)
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    ___No. _X_Yes: SRTP Page Reference

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    _X_No. ___Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference ___)

    c. Are there impediments affecting your ability to contract for the above named project?

    _X_No. ___Yes: SRTP Page Reference

    (If yes, have you taken measures to address the impact of these impediments?)

d. Have you received any formal complaints from the private sector regarding this project?

_X_No. ___Yes: SRTP Page Reference
(If yes, how the complaints been addressed? Reference ____)

12. ADDITIONAL PLANNING JUSTIFICATION

The District's paratransit van program is based upon the FTA established 4-year/100,000 mile criteria.

This project will enable the District to continue to maintain a safe and reliable fleet and contain its maintenance costs.

The planned expansion vehicles are programmed to keep pace with planned increases in hours of service, as defined in the ADA Plan and regulations.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
Project: Expansion Paratransit Vehicles
Operator: SM
Page: 3

Initial Clearances Required:

IMPLEMENTATION SCHEDULE	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 96/97 Q1 Q2 Q3 Q4	FY 01/02 Q1 Q2 Q3 Q4
TASK 1:Write Specs	X			
TASK 2:Issue Bid Document	X			
TASK 3: Award of Bid	X			
TASK 4: Vehicle in Service	X	X		

O: Clearances and Approvals:

EXPENDITURE PLAN	FY 93/94	FY 94/95	FY 95/96	FY 97/98
FTA Sec 9				
FTA Sec 3	$2,214,299			
Other FED				
State TP&D				
Article XIX				
Rail Bonds				
PCL Bonds				
Other State				
STA*	$246,033			
Local Funds				
Source:				
Sales Tax				
TOTAL FUNDS	$2,460,332			

* SamTrans will use available revenue-based SB 3 STA funds for match plus local sales tax for the balance required.

PROJECT WORKSHEET

For Projects For FY 93/94

MTC Transit Capital Priorities

1. OPERATOR: SamTrans

2. PROJECT NAME: Paratransit Computer

3. PROJECT DESCRIPTION: Purchase of Paratransit Computer in FY 93/94

4. PROJECT CLASS: (11) Revenue Vehicles Movement Control.

5. SRTP PAGE REFERENCE: III-34 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $94,500 SOURCE: FTA Section 3 Bus

7. PROPOSED LOCAL MATCH (10%): $10,500 SOURCE: STA

8. TOTAL PROJECT COST: $105,000

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

    NEPA STATUS: 23 CFR 771.117(c)(1)
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    ___No. _X_Yes: SRTP Page Reference

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    _X_No. ___Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference ___)

    c. Are there impediments affecting your ability to contract for the above named project?

    _X_No. ___Yes: SRTP Page Reference
    (If yes, have you taken measures to address the impact of these impediments?)

    d. Have you received any formal complaints from the private sector regarding this project?

_X_No. ___Yes: SRTP Page Reference
(If yes, how the complaints been addressed? Reference ____)

12. ADDITIONAL PLANNING JUSTIFICATION

Purchase of computer system capable of handling the record keeping and scheduling needs of a greatly expanded service as defined in the ADA plan.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
Project: Paratransit Computer
Operator: SM
Page: 3

Initial Clearances Required:

IMPLEMENTATION SCHEDULE	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4	FY 97/98 Q1 Q2 Q3 Q4
TASK 1:Write Specs	X			
TASK 2:Issue Bid Document	X			
TASK 3: Award of Bid	X			
TASK 4: System in Service	X	X		

O: Clearances and Approvals

EXPENDITURE PLAN	FY 93/94	FY 94/95	FY 95/96	FY 97/98
FTA Sec 9				
FTA Sec 3	$94,500			
Other FED				
State TP&D				
Article XIX				
Rail Bonds				
PCL Bonds				
Other State				
STA*	$10,500			
Local Funds				
Source:				
Sales Tax				
TOTAL FUNDS	$105,000			

* SamTrans will use available revenue-based SB 3 STA funds for match plus local sales tax for the balance required.

PROJECT WORKSHEET
For Projects For FY 93/94
MTC Transit Capital Priorities

1. OPERATOR: SamTrans

2. PROJECT NAME: ADA Bus Stop Accessibility

3. PROJECT DESCRIPTION: Construction of ADA Accessible Bus Stops

4. PROJECT CLASS: (6) Passenger Stations and Bus Stops

5. SRTP PAGE REFERENCE: III-34 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $927,000 SOURCE: FTA Section 3 Bus

7. PROPOSED LOCAL MATCH (20%): $103,000 SOURCE: STA

8. TOTAL PROJECT COST: $1,030,000

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

    NEPA STATUS: 23 CFR 771.117(c)(1)
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    ___No. _X_Yes: SRTP Page Reference

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    _X_No. ___Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference ___)

    c. Are there impediments affecting your ability to contract for the above named project?

    _X_No. ___Yes: SRTP Page Reference
    (If yes, have you taken measures to address the impact of these impediments?)

    d. Have you received any formal complaints from the private sector regarding this project?

    _X_No. ___Yes: SRTP Page Reference

(If yes, how the complaints been addressed? Reference ____)

12. ADDITIONAL PLANNING JUSTIFICATION

District will construct approximately 35 key accessible bus stops within San Mateo County that will meet or exceed standards outlined in the Americans with Disabilities Act of 1990.

The cost of the project includes preliminary engineering as well as actual improvements, including the addition of concrete bus stop pads, bus shelter pads, curbs, gutters and sidewalk and wheelchair ramps at new and existing bus stops.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
Project: ADA Bus Stops
Operator: SM
Page: 3

Initial Clearances Required:

IMPLEMENTATION SCHEDULE	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4	FY 96/97 Q1 Q2 Q3 Q4
TASK 1:Write Specs	X			
TASK 2:Issue Bid Document	X			
TASK 3: Award of Bid	X			
TASK 4: In Service	X	X		

O: Clearances and Approvals

EXPENDITURE PLAN	FY 93/94	FY 94/95	FY 95/96	FY 96/97
FTA Sec 9	$927,000			
FTA Sec 3				
Other FED				
State TP&D				
Article XIX				
Rail Bonds				
PCL Bonds				
Other State				
STA*	$103,000			
Local Funds				
Source:				
Sales Tax				
TOTAL FUNDS	$1,030,000			

* SamTrans will use available revenue-based SB 3 STA funds for match plus local sales tax for the balance required.

FTA SECTION 3 - BUS PROGRAM
FY 1994 REGIONAL ADA PROJECTS

OPERATOR: Santa Clara County Transit District

Project Component	Section 3 Federal Share	Proposed Local Share	FY 94 POP Total Project Cost
ADA Bus Stop Improvements	900,000	100,000	1,000,000
ADA Sign Replacement	225,000	25,000	250,000
ADA Paratransit Vans	900,000	100,000	1,000,000
	2,025,000	225,000	2,250,000
Regional ADA Eligib. DB for the MTC Region	335,700	37,300	373,000

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted to MTC for
FY 94 Section 3 ADA

1. **OPERATOR:** **Santa Clara County Transit District**

2. **PROJECT NAME:** **ADA Bus Stop Improvements**

3. **PROJECT DESCRIPTION:** Construct passenger waiting pads and other improvments required to make bus stops accessible.

4. **PROJECT CLASS:** 21. Accessibility

5. **SRTP Page Reference:** Page 63 **TIP Page Reference:**

6. **PROPOSED FEDERAL FUNDING:** $900,000 **SOURCE:** Sec 3 Bus

7. **PROPOSED LOCAL MATCH:** $100,000 **SOURCE:** Sales Tax

8. **TOTAL PROJECT COST:** $1,000,000

9. **PRIOR FTA FUNDING:** none

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**
NEPA STATUS: 23 CFR 771.117
CEQA STATUS: 14 Cal Adm Code, Sec 15300

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (Annual Element Projects Only)**

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?
_X_ No ___ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?
_X_ No ___ Yes: SRTP Page Reference _____
If yes, how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?
_X_ No ___ Yes: SRTP Page Reference _____

d. Have you received any formal complaints from the private sector regarding this project?
_X_ No ___ Yes: SRTP Page Reference _____
If yes, how were the complaints addressed? Reference _____

12. ADDITIONAL PLANNING JUSTIFICATION

The Americans with Disabilities Act requires that bus stops be accessible to disabled persons. For example, waiting pads should be paved so that they remain usable to wheelchair users, even in wet weather. In order to assure accessibility, the SCCTD has begun a program to construct passenger waiting pads and other minor access improvements. However, over 1,200 bus stops have been identified as having access problems, while the rate of improvement is limited by available funding.

The District plans a multi-year program to improve stops to ADA standards. The proposed project will provide for accessibility improvements to approximately one fourth of substandard bus stops, including high priority stops identified through cooperation with the *Santa Clara County Ad Hoc Committee for Mobility Impaired*. The SCCTD previously sought funding for this program in FY 93.

Improvement of bus stops, thereby making them accessible to wheelchair patrons and others with disabilities, will benefit transit operations by improving the efficiency of boardings by disabled patrons and by reducing the District's obligation for ADA paratransit trips.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

PROJECT: **ADA Bus Stop Improvements**
OPERATOR: **Santa Clara County Transit District**
Date: July 23, 1993

Initial clearances required:
(Further clearances marked below with "o")

Implementation Schedule	FY 93-94 Q1 Q2 Q3 Q4	FY 94-95 Q1 Q2 Q3 Q4	FY 95-96 Q1 Q2 Q3 Q4	FY 96-97 Q1 Q2 Q3 Q4
Task 1: Design & Construct Impts	XXXXXXXXXX			
Task 2:				
Task 3:				
Task 4:				

Expenditure Plan	FY 93-94	FY 94-95	FY 95-96	FY 96-97
FTA Section 9				
FTA Section 3	$900,000			
STP/CMAQ				
Other Federal				
State TSM				
Prop 108 Bonds				
Prop 116 Bonds				
FCR				
State/Lcl Prtnr				
State TP&D				
Article XIX				
STA (Op)				
STA (Reg)				
Other State				
Local (specify): Sales Tax	$100,000			
Total Expenditures	$1,000,000	0	0	0

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted to MTC for
FY 94 Section 3 ADA

1. **OPERATOR:** **Santa Clara County Transit District**

2. **PROJECT NAME:** **ADA Sign Replacement**

3. **PROJECT DESCRIPTION:** Fabricate and install approximately 4,700 replacement bus stop signs to meet ADA requirments.

4. **PROJECT CLASS:** 21. Accessibility

5. **SRTP Page Reference:** Page 63 **TIP Page Reference:**

6. **PROPOSED FEDERAL FUNDING:** $225,000 **SOURCE:** Sec 3 Bus

7. **PROPOSED LOCAL MATCH:** $25,000 **SOURCE:** Sales tax

8. **TOTAL PROJECT COST:** $250,000

9. **PRIOR FTA FUNDING:** none

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**
    NEPA STATUS: 23 CFR 771.117
    CEQA STATUS: 14 Cal Adm Code, Sec 15300

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (Annual Element Projects Only)**

    a. Was the private sector involved in the development of this project, as set forth by your adopted policy?
    _X_ No ___ Yes: SRTP Page Reference _____

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?
    _X_ No ___ Yes: SRTP Page Reference _____
    If yes, how were these proposals evaluated? Reference _____

    c. Are there impediments affecting your ability to contract for the above named project?
    _X_ No ___ Yes: SRTP Page Reference _____

    d. Have you received any formal complaints from the private sector regarding this project?
    _X_ No ___ Yes: SRTP Page Reference _____
    If yes, how were the complaints addressed? Reference _____

12. **ADDITIONAL PLANNING JUSTIFICATION**

ADA guidelines require three inch letters for displaying certain information. This project will replace approximately 4,700 bus stop signs throughout the SCCTD's service area.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

PROJECT: ADA Sign Replacement
OPERATOR: Santa Clara County Transit District
Date: July 23, 1993

Initial clearances required:
(Further clearances marked below with "o")

Implementation Schedule	FY 93-94 Q1 Q2 Q3 Q4	FY 94-95 Q1 Q2 Q3 Q4	FY 95-96 Q1 Q2 Q3 Q4	FY 96-97 Q1 Q2 Q3 Q4
Task 1: Develop Specs	X			
Task 2: Advertise/Award	X			
Task 3: Fabricate/Install	XXXX			
Task 4:				

Expenditure Plan	FY 93-94	FY 94-95	FY 95-96	FY 96-97
FTA Section 9				
FTA Section 3	$225,000			
STP/CMAQ				
Other Federal				
State TSM				
Prop 108 Bonds				
Prop 116 Bonds				
FCR				
State/Lcl Prtnr				
State TP&D				
Article XIX				
STA (Op)				
STA (Reg)				
Other State				
Local (specify): Sales Tax	$25,000			
Total Expenditures	$250,000	0	0	0

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted to MTC for
FY 94 Section 3 ADA

1. **OPERATOR:** **Santa Clara County Transit District**

2. **PROJECT NAME:** **ADA Paratransit Vans**

3. **PROJECT DESCRIPTION:** Purchase 20 accessible vans for use in SCCTD's ADA Paratransit program.

4. **PROJECT CLASS:** 1. New/Used Revenue Vehicles

5. **SRTP Page Reference:** page 63 **TIP Page Reference:**

6. **PROPOSED FEDERAL FUNDING:** $900,000 **SOURCE:** Sec 3 Bus

7. **PROPOSED LOCAL MATCH:** $100,000 **SOURCE:** Sales Tax

8. **TOTAL PROJECT COST:** $1,000,000

9. **PRIOR FTA FUNDING:**

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**
NEPA STATUS: 23 CFR 771.117
CEQA STATUS: 14 Cal Adm Code, Sec 15300

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (Annual Element Projects Only)**

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?
___ No _X_ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?
_X_ No ___ Yes: SRTP Page Reference _____
If yes, how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?
_X_ No ___ Yes: SRTP Page Reference _____

d. Have you received any formal complaints from the private sector regarding this project?
_X_ No ___ Yes: SRTP Page Reference _____
If yes, how were the complaints addressed? Reference _____

12. **ADDITIONAL PLANNING JUSTIFICATION**
Purchase of paratransit vans will support the delivery of ADA paratransit service as described in the SCCTD's ADA Paratransit Plan. Use of federal funds for buying vehicles will preserve local funds for support of transit operations and other capital project. Purchase of vans was previously submitted as part of the FY 93 Capital Priorities.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

PROJECT: **ADA Paratransit Vans**
OPERATOR: **Santa Clara County Transit District**
Date: July 23, 1993

Initial clearances required:
(Further clearances marked below with "o")

Implementation Schedule	FY 93-94 Q1 Q2 Q3 Q4	FY 94-95 Q1 Q2 Q3 Q4	FY 95-96 Q1 Q2 Q3 Q4	FY 96-97 Q1 Q2 Q3 Q4
Task 1: Develop Specs	X			
Task 2: Advertise/Award	X			
Task 3: Construction	X			
Task 4: Delivery/Accept	X			

Expenditure Plan	FY 93-94	FY 94-95	FY 95-96	FY 96-97
FTA Section 9				
FTA Section 3	900,000			
STP/CMAQ				
Other Federal				
State TSM				
Prop 108 Bonds				
Prop 116 Bonds				
FCR				
State/Lcl Prtnr				
State TP&D				
Article XIX				
STA (Op)				
STA (Reg)				
Other State				
Local (specify): Sales Tax	100,000			
Total Expenditures	1,000,000	0	0	0

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 94
of MTC's Transit Capital Priorities

1. OPERATOR: SCCTD

2. PROJECT NAME: ADA REGIONAL ELIGIBILITY DATABASE COMPUTER PURCHASE PROJECT

3. PROJECT DESCRIPTION: The project will design, develop, test, install and maintain for a one-year period a database to be used by all regional operators to verify ADA eligibility for persons requesting ADA paratransit services.

4. PROJECT CLASS: Section 3 Bus/Discretionary (Paratransit)

5. SRTP PAGE REFERENCE: This project is part of the regional eligibility process and is reflected in all Operators' ADA Plan updates. TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $335,700 SOURCE: Section 3 Bus

7. PROPOSED STATE FUNDING (%): SOURCE:

PROPOSED LOCAL MATCH (10%): $37,300 SOURCE: STA

8. TOTAL PROJECT COST: $373,000

9. PRIOR FTA FUNDING:

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

____ No. _X_ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

____ No. _X_ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

Design and development of the ADA Regional Eligibility Database is being undertaken by a separate project which will develop specifications for the hardware and software needed to operate the regional eligibility database. The current project will provide funding for the purchase of the computer equipment and software needed to install the database system.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: ADA REGIONAL ELIGIBILITY DATABASE COMPUTER PURCHASE PROJECT
Operator: SCCTD
Date: 7/23/93

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 94 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1:	XXXXX			
TASK 2:				
TASK 3:				

EXPENDITURE PLAN (000$):	FY 94	FY	FY	FY
FTA SEC. 9				
FTA SEC. 3	335,700			
FAU/FAI				
OTHER FED.				
STATE TP&D				
ARTICLE XIX				
PROP 108 BOND				
PROP 116 BOND				
FCR				
STAT/LCL PART				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)	37,300			
LOCAL FUNDS				
SPECIFY:				
TOTAL FUNDS	373,000			

FTA SECTION 3 - BUS PROGRAM
FY 1994 REGIONAL ADA PROJECTS

OPERATOR: Fairfield/Suisun Transit

Project Component	Section 3 Federal Share	Proposed Local Share	FY 94 POP Total Project Cost
Install Handicapped Ramps	180,000	20,000	200,000
Bus Stop Improvements	45,000	5,000	50,000
Replace Paratransit Vehicle	63,000	7,000	70,000
TDD Phone/Bus Hailing Cards	5,400	600	6,000
Expansion Minivans for Countywide ADA Service	67,500	7,500	75,000
Computerized Dispatch/Scheduling System	27,000	3,000	30,000
Expansion Paratransit Bus	65,563	7,285	72,848
As listed in FY 1994-2000 Capital Priorites List and Program of Projects §3 Bus Worksheet:	453,463	50,385	503,848

DATE: April 1, 1993

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: Fairfield/Suisun Transit

2. PROJECT NAME: Expansion Paratransit Bus

3. PROJECT DESCRIPTION: Expansion Paratransit Bus

4. PROJECT CLASS: NA

5. SRTP PAGE REFERENCE: S-13 (Draft FY 93-94 TIP PAGE REFERENCE: S- 13 SRTP)

6. PROPOSED FEDERAL FUNDING: $ 65,563 FTA Section 3

7. PROPOSED LOCAL MATCH: (NA) $ 7,285

8. TOTAL PROJECT COST: $ 72,848

9. PRIOR FTA FUNDING: $ -0-

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: (Specify State and Federal Codes)
CEQA STATUS: CA Exemption per CEQA Guidelines Section 15301

NEPA STATUS: Categorical Exemption Section 771.117.17

1. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1):
Please complete for Annual Element Projects only:

a. Was the private sector involved in the development of this project as set forth in your adopted policy?

_____ No ___X___ Yes: SRTP Page Reference Appendix

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

___X___ No _____ Yes: SRTP Page Reference Appendix

c. Are there impediments affecting your ability to contract for the above named project?

___X___ No _____ Yes: SRTP Page Reference Appendix

d. Have you received any formal complaints from the private sector regarding this project?

___X___ No _____ Yes: SRTP Page Reference Appendix

If "yes," how have these been addressed?

Reference _____

12. PLANNING JUSTIFICATION AND BENEFITS:

Fairfield/Suisun Transit, along with several other operators in Solano County, has developed a joint ADA plan. The plan indicates that a significant expansion (double the current program) of the local ADA paratransit service will occur over the next five years. To accommodate this increase at least one additional vehicle will be needed for the ADA service.

DATE: April 1, 1993

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: Fairfield/Suisun Transit

2. PROJECT NAME: Replace Paratransit Vehicle

3. PROJECT DESCRIPTION: Replace Paratransit Vehicle

4. PROJECT CLASS: NA

5. SRTP PAGE REFERENCE: S-13 (Draft FY 93-94 TIP PAGE REFERENCE: S- 13 SRTP)

6. PROPOSED FEDERAL FUNDING: $ 63,000 FTA Section 3

7. PROPOSED LOCAL MATCH: (NA) $ 7,000

8. TOTAL PROJECT COST: $ 70,000

9. PRIOR FTA FUNDING: $ -0-

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: (Specify State and Federal Codes)

CEQA STATUS: CA Exemption per CEQA Guidelines Section 15301

NEPA STATUS: Categorical Exemption Section 771.117.17

1. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1):
Please complete for Annual Element Projects only:

a. Was the private sector involved in the development of this project as set forth in your adopted policy?

_____ No ___X___ Yes: SRTP Page Reference Appendix

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

___X___ No _____ Yes: SRTP Page Reference Appendix

c. Are there impediments affecting your ability to contract for the above named project?

___X___ No _____ Yes: SRTP Page Reference Appendix

d. Have you received any formal complaints from the private sector regarding this project?

___X___ No _____ Yes: SRTP Page Reference Appendix

If "yes," how have these been addressed?

Reference _____

12. PLANNING JUSTIFICATION AND BENEFITS:

Fairfield/Suisun Transit currently operates 5 paratransit vehicles for the required ADA program. The oldest of these is a rehabilitated 1983 Wide One which has exceeded its expected life (FTA Circular 9030.1A) by 7 years. This has been reflected in the maintenance cost/mile ($0.91) versus the newer ($0.20) paratransit vehicles.

DATE: April 1, 1993

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: Fairfield/Suisun Transit

2. PROJECT NAME: Install Handicapped Ramps

3. PROJECT DESCRIPTION: Install Handicapped Ramps

4. PROJECT CLASS: NA

5. SRTP PAGE REFERENCE: S-13 (Draft FY 93-94 TIP PAGE REFERENCE: S- 13 SRTP)

6. PROPOSED FEDERAL FUNDING: $ 180,000 FTA Section 3

7. PROPOSED LOCAL MATCH: (NA) $ 20,000

8. TOTAL PROJECT COST: $ 200,000

9. PRIOR FTA FUNDING: $ -0-

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: (Specify State and Federal Codes)
CEQA STATUS: CA Exemption per CEQA Guidelines Section 15301

NEPA STATUS: Categorical Exemption Section 771.117.15

1. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1):
Please complete for Annual Element Projects only:

a. Was the private sector involved in the development of this project as set forth in your adopted policy?

_____ No ___X___ Yes: SRTP Page Reference Appendix

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

___X___ No _____ Yes: SRTP Page Reference Appendix

c. Are there impediments affecting your ability to contract for the above named project?

___X___ No _____ Yes: SRTP Page Reference Appendix

d. Have you received any formal complaints from the private sector regarding this project?

___X___ No _____ Yes: SRTP Page Reference Appendix

If "yes," how have these been addressed?

Reference _____

12. PLANNING JUSTIFICATION AND BENEFITS:

With the passage of the ADA a number of issues have developed related to the provision of adequate access to bus stops. Throughout the Fairfield/Suisun Transit service area there are a number of stops that remain inaccessible to wheelchairbound persons due to the curb height. The installation of handicapped ramps at these locations would eliminate these environmental barriers, and allow ADA eligible persons better access to the fixed route service. This would bring the service closer to the "comparable" intent of the ADA and reduce the demand on the existing ADA paratransit service program.

DATE: April 1, 1993

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: Fairfield/Suisun Transit

2. PROJECT NAME: Bus Stop Improvements

3. PROJECT DESCRIPTION: Bus Stop Improvements

4. PROJECT CLASS: NA

5. SRTP PAGE REFERENCE: S-13 (Draft FY 93-94 TIP PAGE REFERENCE: S- 13 SRTP)

6. PROPOSED FEDERAL FUNDING: $ 45,000 FTA Section 3

7. PROPOSED LOCAL MATCH: (NA) $ 5,000

8. TOTAL PROJECT COST: $ 50,000

9. PRIOR FTA FUNDING: $ -0-

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: (Specify State and Federal Codes)

CEQA STATUS: CA Exemption per CEQA Guidelines Section 15301

NEPA STATUS: Categorical Exemption Section 771.117.15

1. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1):
Please complete for Annual Element Projects only:

a. Was the private sector involved in the development of this project as set forth in your adopted policy?

_____ No ___X___ Yes: SRTP Page Reference Appendix

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

___X___ No _____ Yes: SRTP Page Reference Appendix

c. Are there impediments affecting your ability to contract for the above named project?

___X___ No _____ Yes: SRTP Page Reference Appendix

d. Have you received any formal complaints from the private sector regarding this project?

___X___ No _____ Yes: SRTP Page Reference Appendix

If "yes," how have these been addressed?

Reference _____

12. PLANNING JUSTIFICATION AND BENEFITS:

With the passage of the ADA a number of issues have developed related to the provision of adequate bus stop amenities. One of the criteria used to evaluate whether a person is "ADA eligible" is their interaction with the environment. Persons not able to stand for long periods of time or be exposed to heat and/or direct sunlight, while waiting at a bus stop, are determined to be ADA eligible. The installation of a number of new bus shelters throughout the fixed route service area would eliminate these environmental constraints. This would bring the service closer to the "comparable" intent of the ADA and reduce the demand on the existing ADA paratransit service program.

DATE: April 1, 1993

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: Fairfield/Suisun Transit

2. PROJECT NAME: TDD Phone/Bus Hailing Cards

3. PROJECT DESCRIPTION: TDD Phone/Bus Hailing Cards

4. PROJECT CLASS: NA

5. SRTP PAGE REFERENCE: S-13 (Draft FY 93-94 TIP PAGE REFERENCE: S- 13 SRTP)

6. PROPOSED FEDERAL FUNDING: $ 5,400 FTA Section 3

7. PROPOSED LOCAL MATCH: (NA) $ 600

8. TOTAL PROJECT COST: $ 6,000

9. PRIOR FTA FUNDING: $ -0-

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: (Specify State and Federal Codes)

CEQA STATUS: CA Exemption per CEQA Guidelines Section 15301

NEPA STATUS: Categorical Exemption Section 771.117.1

1. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1):
Please complete for Annual Element Projects only:

a. Was the private sector involved in the development of this project as set forth in your adopted policy?

_____ No __X__ Yes: SRTP Page Reference Appendix

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__X__ No _____ Yes: SRTP Page Reference Appendix

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No _____ Yes: SRTP Page Reference Appendix

d. Have you received any formal complaints from the private sector regarding this project?

___X___ No _____ Yes: SRTP Page Reference _Appendix_

If "yes," how have these been addressed?

Reference _____

12. PLANNING JUSTIFICATION AND BENEFITS:

Fairfield/Suisun Transit, along with several other operators in Solano County, has developed a joint ADA plan. Two of the target ADA markets we would like to improve access to are the deaf and blind. The system does not have a TDD phone and must rely upon the local phone company TDD operator when communicating with the deaf. Acquiring a TDD phone for the dispatch office would eliminate this problem and allow the dispatcher to communicate directly with the caller.

Although the number of blind passengers residing within the local service area is limited, the total number in the county is significant. Because all operators in Solano County now use a number system as opposed to a letter system for route designations, a common bus hailing card could be used throughout the county.

DATE: April 1, 1993

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: Fairfield/Suisun Transit

2. PROJECT NAME: Expansion Minivans for Countywide ADA Service

3. PROJECT DESCRIPTION: Expansion Minivans for Countywide ADA Service

4. PROJECT CLASS: NA

5. SRTP PAGE REFERENCE: S-13 (Draft FY 93-94 TIP PAGE REFERENCE: S- 13 SRTP)

6. PROPOSED FEDERAL FUNDING: $ 67,500 FTA Section 3

7. PROPOSED LOCAL MATCH: (NA) $ 7,500

8. TOTAL PROJECT COST: $ 75,000

9. PRIOR FTA FUNDING: $ -0-

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: (Specify State and Federal Codes)

CEQA STATUS: CA Exemption per CEQA Guidelines Section 15301

NEPA STATUS: Categorical Exemption Section 771.117.17

1. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1):
Please complete for Annual Element Projects only:

a. Was the private sector involved in the development of this project as set forth in your adopted policy?

_____ No ___X___ Yes: SRTP Page Reference Appendix

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

___X___ No _____ Yes: SRTP Page Reference Appendix

c. Are there impediments affecting your ability to contract for the above named project?

___X___ No _____ Yes: SRTP Page Reference Appendix

d. Have you received any formal complaints from the private sector regarding this project?

___X___ No _____ Yes: SRTP Page Reference Appendix

If "yes," how have these been addressed?

Reference _____

12. PLANNING JUSTIFICATION AND BENEFITS:

Fairfield/Suisun Transit, along with several other operators in Solano County, has developed a joint ADA plan. As part of the plan we have identified the need to provide more out-of-county ADA service trips. To do this, however, will require additional vehicles. Purchasing the minivans will allow the countywide ADA service to retain its larger cut-away vehicles in the county, while at the same time providing service to ADA eligible persons who have trip needs that extend beyond county limits. Typically these trips are for one or two passengers and do not require the larger van or bus.

DATE: April 1, 1993

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: Fairfield/Suisun Transit

2. PROJECT NAME: Computerized Dispatch/Scheduling System

3. PROJECT DESCRIPTION: Computerized Dispatch/Scheduling System

4. PROJECT CLASS: NA

5. SRTP PAGE REFERENCE: S-13 (Draft FY 93-94 TIP PAGE REFERENCE: S- 13 SRTP)

6. PROPOSED FEDERAL FUNDING: $ 27,000 FTA Section 3

7. PROPOSED LOCAL MATCH: (NA) $ 3,000

8. TOTAL PROJECT COST: $ 30,000

9. PRIOR FTA FUNDING: $ -0-

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: (Specify State and Federal Codes)

CEQA STATUS: CA Exemption per CEQA Guidelines Section 15301

NEPA STATUS: Categorical Exemption Section 771.117.19

1. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1):
Please complete for Annual Element Projects only:

a. Was the private sector involved in the development of this project as set forth in your adopted policy?

_____ No ___X___ Yes: SRTP Page Reference Appendix

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

___X___ No _____ Yes: SRTP Page Reference Appendix

c. Are there impediments affecting your ability to contract for the above named project?

___X___ No _____ Yes: SRTP Page Reference Appendix

d. Have you received any formal complaints from the private sector regarding this project?

___X___ No _____ Yes: SRTP Page Reference Appendix

If "yes," how have these been addressed?

Reference _____

12. PLANNING JUSTIFICATION AND BENEFITS:

Fairfield/Suisun Transit, along with several other operators in Solano County, has developed a joint ADA plan. The plan indicates that a significant expansion (double the current program) of the local ADA paratransit service will occur over the next five years. To improve our ability to schedule trips, track eligible ADA participants and maximize our resources, the system will need to become more automated. A computerized dispatching and scheduling system will allow us to better meet these demands.

FTA SECTION 3 - BUS PROGRAM
FY 1994 REGIONAL ADA PROJECTS

OPERATOR: GGBHTD

Project Component	Section 3 Federal Share	Proposed Local Share	FY 94 POP Total Project Cost
ADA Transit Facilities Improvement	331,740	36,860	368,600
ADA Bus Stop Improvement	225,000	25,000	250,000
ADA Paratransit Vans	433,204	48,134	481,338
As listed in FY 1994-2000 Capital Priorites List and Program of Projects §3 Bus Worksheet:	989,944	109,994	1,099,938

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 1993/94
of MTC's Transit Capital Priorities

1. OPERATOR: GGBHTD

2. PROJECT NAME: ADA Paratransit Vans

3. PROJECT DESCRIPTION: Purchase 3 lift equipped paratransit vans in FY 93/94 to provide additional intercounty service, and purchase 6 vans in FY 1993/94 to provide additional local Marin County service in accordance with the GGBHTD/MCTD joint paratransit plan required by the Americans with Disabilities Act (ADA).

4. PROJECT CLASS: New or used revenue vehicle

5. SRTP PAGE REFERENCE: page 106 TIP PAGE REFERENCE: none

6. PROPOSED FEDERAL FUNDING (90%): $433,204 SOURCE: Section 3

7. PROPOSED LOCAL MATCH (10%): $48,134 SOURCE: STA (pop based)

8. TOTAL PROJECT COST: $481,338 in FY 93/94

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: (CE)

NEPA STATUS: 23 cfr 771.115(b) #20
CEQA STATUS: 14 Cal.Admin.Code, Article 19, Section 15301

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

____ No. __X__ Yes: SRTP Page Reference pp.32,33

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these

impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

As referenced in the ADA Joint Paratransit Plan for the GGBHTD (intercounty service) and Marin County Transit District (MCTD - local service in Marin County), 1993 Annual Update, nine additional vehicles will be required to implement expanded paratransit service levels to meet ADA requirements. FTA Section 3 bus funds are proposed to be earmarked for ADA mandated complementary paratransit service. The Joint Paratransit Plan with operating and capital improvement components, including the additional vans, was adopted in July 1992 and updated in January 1993.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
Date: February 22, 1993
Project: ADA Paratransit Vans
Operator: GGBHTD

Initial Clearances Required: None

IMPLEMENTATION SCHEDULE:	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4	FY 97 Q1 Q2 Q3 Q4
TASK 1: Grant Approval	O			
TASK 2: Bid Specs	*			
TASK 3: Bid & Award	*			
TASK 4: Delivery		* * * *		

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 94	FY 95	FY 96	FY 97
FTA SEC. 9				
FTA SEC. 3	$433,204			
OTHER FED.				
STATE TP&D				
ARTICLE XIX				
RAIL BONDS				
PCL BONDS				
OTHER STATE				
LOCAL FUNDS				
SOURCE: STA	$ 48,134			
OP				
TOTAL FUNDS	$481,338			

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For the 1993/94 Fiscal Year
of MTC's Transit Capital Priorities

1. OPERATOR: GGBHTD

2. PROJECT NAME: ADA Bus Stop Improvements

3. PROJECT DESCRIPTION: Construct bus stop accessibility improvements at various bus stops in Marin County.

4. PROJECT CLASS: Passenger Stations

5. SRTP PAGE REFERENCE: pp.47,98 TIP PAGE REFERENCE: none

6. PROPOSED FEDERAL FUNDING: $225,000 SOURCE: FTA 3

7. PROPOSED LOCAL MATCH (10%): $25,000 SOURCE: STA (pop based)

8. TOTAL PROJECT COST: $250,000

9. PRIOR FTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: (CE)

NEPA STATUS: 23 cfr 771.115(b) #10
CEQA STATUS: 14 Cal.Admin.Code, Article 19, Section 15301

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference __pp.32,33__

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private

sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

This project would construct ADA accessibility improvements at GGT bus stops in Marin County. The District has completed an evaluation of the accessibility of all GGT bus stops as related to persons with disabilities. A program of improvements has been prepared to remove physical constraints or features that limit access to bus stops. Curb cuts, ramps, boarding pads, and related bus stop access improvements at about one hundred bus stops identified in a recent bus stop accessibility field survey will facilitate use of fixed route public transit services by persons with disabilities and reduce the demand (and resulting expense) for complementary paratransit services.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: February 22, 1993

Project: ADA Bus Stop Improvements

Operator: GGBHTD Initial Clearances Required: none

IMPLEMENTATION SCHEDULE:	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4	FY 97 Q1 Q2 Q3 Q4
TASK 1:Grant Approval	O			
TASK 2:Design	*	* *		
TASK 3: Neg. Dec.		O		
TASK 4: Permits		O		
TASK 5: Bid & Award		*	O	
TASK 6: Construct			* *	

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 94	FY 95	FY 96	FY 97
FTA SEC. 9				
FTA SEC. 3		$225,000		
OTHER FED.				
STATE TP&D				
ARTICLE XIX				
RAIL BONDS				
PCL BONDS				
OTHER STATE				
LOCAL FUNDS				
SOURCE: STA OP,CITY		$ 25,000		
TOTAL FUNDS		$250,000		

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For the 1993/94 Fiscal Year
of MTC's Transit Capital Priorities

1. OPERATOR: GGBHTD

2. PROJECT NAME: ADA Transit Facilities Improvements

3. PROJECT DESCRIPTION: Construct transit facility accessibility improvements at bus and ferry terminals in Marin, San Francisco and Sonoma counties.

4. PROJECT CLASS: Passenger Stations, Operating Yards, Passenger Parking Facilities

5. SRTP PAGE REFERENCE: p. 48 TIP PAGE REFERENCE: none

6. PROPOSED FEDERAL FUNDING: $331,740 SOURCE: FTA 3

7. PROPOSED LOCAL MATCH (10%): $36,860 SOURCE: STA (pop based)

8. TOTAL PROJECT COST: $368,600

9. PRIOR FTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: (CE)

NEPA STATUS: 23 cfr 771.115(b) #22
CEQA STATUS: 14 Cal.Admin.Code, Article 19, Section 15301

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference __pp.32,33__

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

The District has devloped a transition plan in accordance with the Department of Justice Final Rule, Title II of the ADA. The transition plan identifies physical barriers that limit the accessibility to the following District public transit facilities:

1. San Francisco Ferry Terminal;
2. Golden Gate Bridge Toll Plaza Bus Stops (Regional Transfer Point Location);
3. Sausalito Ferry Landing;
4. Larkspur Ferry Terminal;
5. San Rafael Transit Center;
6. San Rafael Bus Yard and Passenger Terminal; and
7. Santa Rosa Bus Yard and Passenger Terminal.

This project would construct improvements to remove these barriers over a three year implementation period.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: February 22, 1993

Project: ADA Transit Facilities Improvements

Operator: GGBHTD Initial Clearances Required: none

IMPLEMENTATION SCHEDULE:	FY 94 Q1	Q2	Q3	Q4	FY 95 Q1	Q2	Q3	Q4	FY 96 Q1	Q2	Q3	Q4	FY 97 Q1	Q2	Q3	Q4
TASK 1:Grant Approval		O														
TASK 2:Design			*													
TASK 3: Neg. Dec.					O											
TASK 4: Bid & Award						*	O									
TASK 6: Construct							*	*	*	*	*	*	*	*	*	*

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 94	FY 95	FY 96	FY 97
FTA SEC. 9				
FTA SEC. 3				
OTHER FED.		$331,740		
STATE TP&D				
ARTICLE XIX				
RAIL BONDS				
PCL BONDS				
OTHER STATE				
LOCAL FUNDS				
SOURCE: STA OP,CITY		$ 36,860		
TOTAL FUNDS		$368,600		

FTA SECTION 3 - BUS PROGRAM
FY 1994 REGIONAL ADA PROJECTS

OPERATOR: Napa

Project Component	Section 3 Federal Share	Proposed Local Share	FY 94 POP Total Project Cost
Announcement System for Sight-impaired Passengers (For 16 buses)	117,000	13,000	130,000
As listed in FY 1994-2000 Capital Priorites List and Program of Projects §3 Bus Worksheet:	117,000	13,000	130,000

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93-94
of MTC's Transit Capital Priorities

1. **OPERATOR:** CITY OF NAPA

2. **PROJECT NAME:** VOICE LOOP SYSTEM

3. **PROJECT DESCRIPTION:** PURCHASE AND INSTALLATION OF CLOSED-LOOP VOICE SYSTEM TO ANNOUNCE STOPS FOR THE VISUALLY IMPAIRED AT TRANSFER POINTS FOR VINE AND NVT FLEET

4. **PROJECT CLASS:** ENHANCEMENT (ADA)

5. **SRTP PAGE REFERENCE:** PENDING **TIP PAGE REFERENCE:** PENDING

6. **PROPOSED FEDERAL FUNDING:** 117,000 **SOURCE:** SECTION 3

7. **PROPOSED STATE FUNDING (%):** **SOURCE:**

   PROPOSED LOCAL MATCH (10%): 13,000 **SOURCE:** TDA

8. **TOTAL PROJECT COST:** 130,000

9. **PRIOR UMTA FUNDING:** N/A

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS: EXEMPT - 23CFR PART 771
    CEQA STATUS: EXEMPT - TITLE 14, CCR 15301, EXISTING FACILITIES

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION RFQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):**

    a. Was the private sector involved in the development on this project as set forth in your adopted policy?

    __X__ No. _____ Yes: SRTP Page Reference _____

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    __X__ No. _____ Yes: SRTP Page Reference _____
    (If yes, how were those proposals evaluated? Reference _____)

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: VOICE ENHANCEMENT
Operator: CITY OF NAPA
Date: 3/17/93

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: DEVELOP BIDS & SPECS	→			
TASK 2: AWARD BIDS		→		
TASK 3: INSTALL & TEST SYSTEM		→ PROJECT COMPLETE		

EXPENDITURE PLAN (000$):	FY 93	FY 94	FY	FY
FTA SEC. 9				
FTA SEC. 3		117,000		
OTHER FED.				
STATE TP&D				
ARTICLE XIX				
PROP 108 BOND				
PROP 116 BOND				
FCR				
STAT/LCL PART				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL FUNDS				
SPECIFY: TDA		13,000		
TOTAL FUNDS		130,000		

FTA SECTION 3 - BUS PROGRAM
FY 1994 REGIONAL ADA PROJECTS

OPERATOR: Santa Rosa

Project Component	Section 3 Federal Share	Proposed Local Share	FY 94 POP Total Project Cost
Paratransit Vehicles	270,000	30,000	300,000
Bus Stop Improvements	36,000	4,000	40,000
As listed in FY 1994-2000 Capital Priorites List and Program of Projects §3 Bus Worksheet:	306,000	34,000	340,000

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 1993/94
of MTC's Transit Capital Priorities

1. OPERATOR: City of Santa Rosa

2. PROJECT NAME: Paratransit Vehicles

3. PROJECT DESCRIPTION:
Purchase of six paratransit vehicles (replacement and expansion) for the City's contracted ADA paratransit service. Phased procurement handled in one bid with delivery spread over 1 to 1 1/2 years.

4. PROJECT CLASS:

5. 1993 ADA PAGE REFERENCE: Page 8 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $270,000 SOURCE: Section 3

7. PROPOSED LOCAL MATCH(10%):$30,000 SOURCE: TDA/STA

8. TOTAL PROJECT COST: $300,000

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: Exempt

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X___ No. _____ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

_____ No. __X___ Yes: ADA Plan Page Reference __8_____
(If yes, how were those proposals evaluated? Reference _____)
Vehicle procurement will be competitively bid.

c. Are there impediments affecting your ability to contract for the above named project?

__X___ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X___ No. _____ Yes: SRTP Page Reference _____ (If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:
This project will assistin bringing the City into compliance with ADA. All six vehicles would be handled in one bid which will allow the City to realize cost savings. The actual delivery of the vehicles, however, would be over an 18-month timeframe.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
Date: April 12, 1993

Project: Paratransit Vehicles
Operator: City of Santa Rosa

Initial Clearances Required:

IMPLEMENTATION SCHEDULE:	FY 1993/94 Q1 Q2 Q3 Q4	FY 1994/95 Q1 Q2 Q3 Q4	FY 1995/96 Q1 Q2 Q3 Q4	FY 1996/97 Q1 Q2 Q3 Q4
TASK 1: Prepare Spec's	X---X			
TASK 2: Award Contract		X----X		
TASK 3: Veh. Delivery		X-----	----------X	

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY	FY 1994/95	FY	FY
UMTA SEC. 9 UMTA SEC. 3 OTHER FED.		$270,000		
STATE TP&D ARTICLE XIX OTHER STATE				
LOCAL FUNDS SOURCE:		$30,000		
TOTAL FUNDS		$300,000		

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 1993/94
of MTC's Transit Capital Priorities

1. OPERATOR: City of Santa Rosa

2. PROJECT NAME: Bus Stop Improvements

3. PROJECT DESCRIPTION:
Installation of concrete pads for wheelchair boarding/alighting and safety of bus passengers with mobility impairments, improvements for access to bus stops (sidewalks, pedestrian ramps). Locations throughout Santa Rosa.

4. PROJECT CLASS:

5. 1992 ADA Plan PAGE REFERENCE: Page 28 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $36,000 SOURCE: Section 3

7. PROPOSED LOCAL MATCH(20%): $ 4,000 SOURCE: TDA/STA

8. TOTAL PROJECT COST: $40,000

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: Exempt

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: ADA Plan Page Reference ___28_____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

_____ No. __X___ Yes: ADA Plan Page Reference ___28_____
(If yes, how were those proposals evaluated? Reference _____)
Project will be competitively bid.

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

_X___ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:
The City's ADA Plan identifies bus stop improvements as a fixed route recommendation. Through a survey several existing bus stops were identified as needing accessibility improvements. This project will increase the percentage of accessible bus stops to approximately 90 percent system-wide.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
Date: April 12, 1993

Project: Bus Stop Improvements
Operator: City of Santa Rosa

Initial Clearances Required:

IMPLEMENTATION SCHEDULE:	FY 1993/94 Q1 Q2 Q3 Q4	FY 1994/95 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Coord. w/prop. owners.	X----X			
TASK 2: Develop contract specs	X-----X			
TASK 3: Construct pads/ramps	X	----X		

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 1993/94	FY	FY	FY
UMTA SEC. 9				
UMTA SEC. 3	$36,000			
OTHER FED.				
STATE TP&D				
ARTICLE XIX				
OTHER STATE				
LOCAL FUNDS	$4,000			
SOURCE:				
TOTAL FUNDS	$40,000			

FTA SECTION 3 - BUS PROGRAM
FY 1994 REGIONAL ADA PROJECTS

OPERATOR: Sonoma

Project Component	Section 3 Federal Share	Proposed Local Share	FY 94 POP Total Project Cost
Paratransit Vehicle Replacement & Expansion	135,000	15,000	150,000
Paratransit Operations & Maintenance Facility	810,000	90,000	900,000
As listed in FY 1994-2000 Capital Priorites List and Program of Projects §3 Bus Worksheet:	945,000	105,000	1,050,000

Transit Application

PROJECT JUSTIFICATION WORKSHEET

1. OPERATOR: Sonoma County Transit

2. PROJECT NAME: Paratransit Vehicle Replacement and Expansion

3. PROJECT DESCRIPTION: Replacement of two vans and expansion of three vans to accommodate planned new services per SCT's ADA Compliance Plan. All vehicles will be wheelchair accessible and in compliance with requirements of the Americans with Disabilities Act.

4. PROJECT CLASS: (1) New/Replacement Revenue Vehicle

5. SRTP PAGE REFERENCE: - Section 7 (FY 94 Plan) TIP PAGE REF:
   - 1993 ADA Plan Update

6. PROPOSED FEDERAL FUNDING: $ 135,000 SOURCE: Section 3

7. PROPOSED LOCAL MATCH: $ 15,000 SOURCE: TDA/STA

8. TOTAL PROJECT COST: $150,000

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

    NEPA STATUS: 23 CFR 771.115(B)(20) Negative Declaration
    CEQA STATUS: Section 15301 Categorical Exemption

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS:

    a. Was the private sector involved in the development of this project as set for in your adopted policy?

       No. X Yes: SRTP Page Reference 3.28

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

       No. X Yes: SRTP Page Reference Competitive Bid Process

    c. Are there impediments affecting your ability to contract for the above named project?

       X No. Yes: SRTP Page Reference

    d. Have you received any formal complaints from the private sector regarding this project?

       X No. Yes: SRTP Page Reference

12. PLANNING JUSTIFICATION AND BENEFITS:

Per Sonoma County Transit's draft FY 1994 Short Range Transit Plan (SRTP) and 1993 ADA Compliance Plan, the proposed five new paratransit vehicles will be used two provide ADA paratransit services provided within SCT's service area.

The vehicles purchased for the project will enable county paratransit services to be expanded during peak weekday hours. The new vehicles will also enable SCT's paratransit contractor (Volunteer Wheels) to retire two aging vehicles that are near the end of their useful life.

All vehicles will be converted minivans capable of transporting up to two wheelchair passengers each. The vehicles will be spec'd such that they will be in full compliance with the ADA as it pertains to vehicles of this type. If available, clean air vehicles will be considered for this project.

Implementation Schedule and Expenditure Plan

Project: Paratransit Vehicle Replacement and Expansion (5 Minivans)
Operator: Sonoma County Transit
Date: February 1, 1993

Initial Clearance Required:
(Further clearances market below with "o")

Implementation Schedule	FY 1992-93				FY 1993-94				FY 1994-95				FY 1994-95			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Task 1: Develop vehicle specifications, bid, and award.					XX											
Task 2: Manufacture vehicles						X-	--	-X								
Task 3: Delivery								X								
Task 4: Introduce into service									X							

Expenditure Plan: (000$)	FY 1992-93	FY 1993-94	FY 1994-95	FY 1994-95
FTA Section 9				
FTA Section 3		135		
STP/CMAQ				
Other Federal				
State TP&D				
Article XIX				
Prop. 108 Bond				
Prop. 116 Bond				
FCR				
State/Local Participation				
Other State				
Bridge Tolls				
STA (Op)				
STA (Reg)				
Local Funds (TDA)		15		
Other, specify:				
Total Funds		150		

Transit Application

PROJECT JUSTIFICATION WORKSHEET

1. OPERATOR: Sonoma County Transit

2. PROJECT NAME: Paratransit Operations and Maintenance Facility

3. PROJECT DESCRIPTION: Construction of a new paratransit operations and maintenance facility for Sonoma County paratransit operations. The new facility will be constructed on land at the present Sonoma County Transit facility in Santa Rosa.

4. PROJECT CLASS: ( ) Transit Operations Facility

5. SRTP PAGE REFERENCE: 7.03 TIP PAGE REF:

6. PROPOSED FEDERAL FUNDING: $ 810,000 SOURCE: Section 3

7. PROPOSED LOCAL MATCH: $ 90,000 SOURCE: TDA/STA

8. TOTAL PROJECT COST: $900,000

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

?

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS:

a. Was the private sector involved in the development of this project as set for in your adopted policy?

No. X Yes: SRTP Page Reference 3.28

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

No. X Yes: SRTP Page Reference Competitive Bid Process

c. Are there impediments affecting your ability to contract for the above named project?

X No. Yes: SRTP Page Reference

d. Have you received any formal complaints from the private sector regarding this project?

X No. Yes: SRTP Page Reference

12. PLANNING JUSTIFICATION AND BENEFITS:

This project includes the design and construction of a new paratransit operations and maintenance facility for Sonoma County Transit's contract paratransit operations. The new facility will be built on land at Sonoma County Transit's present facility in Santa Rosa, California.

Currently, Sonoma County Transit's ADA complementary paratransit services are provided under contract by Volunteer Wheels (VW) of Santa Rosa. Volunteer Wheels is a non-profit organization sponsored by the Sonoma County Volunteer Center. Volunteer Wheels will utilize the new paratransit facility when completed. In the future, the County may consider integrating paratransit operations with its existing fixed-route operation in an effort to realize "economy of scale" savings by combined vehicle maintenance, operations, and system administration. The new paratransit facility would permit certain consolidation advantages under either situation.

The new facility will provide adequate room to permit paratransit service expansion as projected in SCT's ADA compliance plan. The operations area will include expanded paratransit public information facilities, centralized dispatch, training and conference rooms, and paratransit administration offices. The maintenance section will permit running and light duty repair of paratransit vehicles and SCT's non-revenue vehicles. In addition, maintenance services may be offered to other local operators desiring such services.

In the future, SCT will convert is main fueling facility to permit dispensing of an alternative fuel to support its fixed-route fleet. In the event that alternative fueled vehicles are manufactured for paratransit applications, centralization at the SCT facility will permit the use of clean air paratransit vehicles.

Implementation Schedule and Expenditure Plan

Project: Paratransit Operations and Maintenance Facility
Operator: Sonoma County Transit
Date: February 1, 1993

Initial Clearance Required:
(Further clearances market below with "o")

Implementation Schedule	FY 1992-93				FY 1993-94				FY 1994-95				FY 1994-95			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Task 1: Project design, environmental clearance, etc.			X-	---	---	---	---	-X								
Task 2: Construction								X-	--	---	-X					
Task 3: Move											X					
Task 4: Project complete											X					

Expenditure Plan: (000$)	FY 1992-93	FY 1993-94	FY 1994-95	FY 1994-95
FTA Section 9				
FTA Section 3		810		
STP/CMAQ				
Other Federal				
State TP&D				
Article XIX				
Prop. 108 Bond				
Prop. 116 Bond				
FCR				
State/Local Participation				
Other State				
Bridge Tolls				
STA (Op)				
STA (Reg)				
Local Funds (TDA)		90		
Other, specify:				
Total Funds		900		

FTA SECTION 3 - BUS PROGRAM
FY 1994 REGIONAL ADA PROJECTS

OPERATOR: Vallejo

Project Component	Section 3 Federal Share	Proposed Local Share	FY 94 POP Total Project Cost
10 Paratransit Vehicles	786,816	87,424	874,240
As listed in FY 1994-2000 Capital Priorites List and Program of Projects §3 Bus Worksheet:	786,816	87,424	874,240

PROJECT JUSTIFICATION WORK SHEET
(Updated 2/4/93)

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT OF
MTC'S TRANSIT CAPITAL PRIORITIES

FY 1993-94 ANNUAL ELEMENT

1. OPERATOR: City of Vallejo

2. PROJECT NAME: 10 Paratransit Vehicles

3. PROJECT DESCRIPTION:

Purchase of ten accessible paratransit vehicles to implement ADA compliance service.

4. PROJECT CLASS: 1

5. SRTP PAGE REFERENCE: *Solano Joint Paratransit Compliance Plan (January 1993)*

6. PROPOSED FEDERAL FUNDING: Section 3 $786,816

7. PROPOSED LOCAL MATCH: STA $87,424

8. TOTAL PROJECT COST: $874,240

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT AND STATUS: Categorical Exemption

11. COMPLIANCE W/ PRIVATE SECTOR PARTICIPATION REQUIREMENTS

a. Was the private sector involved in the development of this project as set forth in your adopted policy? Yes. ADA study TAC participation by private sector paratransit and social service providers.

b. Were proposals received from the private sector to operate, construct, or provide part of above named project? No.

c. Are there impediments affecting your ability to contract for the above named project? No.

d. Have you received any complaints from private sector regarding this project? No.

12. PLANNING JUSTIFICATION

The Solano Joint Paratransit Compliance Plan was recently completed in January 1993. This project would purchase ten accessible paratransit vehicles for the implementation of the

transportation requirements of the Americans with Disabilities Act (ADA) of 1990.

While the *Paratransit Compliance Plan* has not yet outlined a definitive compliance strategy for meeting ADA requirements within the Vallejo Transit bus service area, tentative plans call for operation of an accessible dial-a-ride system in the Vallejo area starting in FY 1993-94. Vehicles are needed to implement service.

Tentatively, about 10,000 to 11,000 annual vehicle hours are projected during the first year of ADA compliance service, costing about $325,000 the first year Paratransit service would initially operate Monday through Saturday between 6:00 a.m. and about 7:30 p.m. We anticipate that five to six vehicles would operate most of the day, with up to eight during peak times. Ten vehicles are needed, including spares.

It is anticipated that the paratransit service will be adjusted and/or expanded within the five year "full implementation" requirements of ADA. Vehicle purchases beyond ten may be needed in future years if this program does not meet all legitimate ADA-eligible service demands.

1) Project Benefits

a) Direct Passenger Benefits

The direct passenger benefits from purchase of ten (10) accessible paratransit vehicles are:

- Full accessibility for the disabled.
- More direct service compared to fixed route buses..
- Improved passenger comfort, convenience, and amenities compared to fixed route bus service.

b) System Productivity

- Reduced operating costs due to elimination of lease expenses.

c) Regional Goals

This project is essential in meeting ADA mandates for the Vallejo Transit bus service area. This project is essential for meeting regional, state and Federal goals and mandates for the provision of accessible transit service for ADA-eligible and other disabled persons.

d) Replacement or Rehabilitation

Not applicable.

2) Line Item Budget

Ten Paratransit Vehicles	$768,500
Inspection, test, delivery, contingency	50,000
California sales tax (7.25%)	55,740
TOTAL	$874,240

FTA SECTION 3 - BUS PROGRAM
FY 1994 REGIONAL ADA PROJECTS

OPERATOR: Vacaville

Project Component	Section 3 Federal Share	Proposed Local Share	FY 94 POP Total Project Cost
Purchase Paratransit Vans	135,000	15,000	150,000
ADA Equip. as part of Bus Purchase @	90,000	10,000	100,000
As listed in FY 1994-2000 Capital Priorites List and Program of Projects §3 Bus Worksheet:	225,000	25,000	250,000

@ Project is also funded by the FTA §9 Program. Please see §9 Summary for details.

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR THE FY 1993-94 ELEMENT
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: City of Vacaville

2. PROJECT NAME: Purchase Transit Buses

3. PROJECT DESCRIPTION: Purchase seven new 30-35 foot heavy-duty ADA-compliant transit buses to replace buses currently leased from the contractor-operator.

4. PROJECT CLASS: New Revenue Vehicles

5. SRTP PAGE REFERENCE: Draft 1993 SRTP Table 9-3 (Page 9-10)
TIP PAGE REFERENCE: _____

6. PROPOSED FEDERAL FUNDING: $668,614 (FTA Section 9)
$90,000 (FTA Section 3)

7. PROPOSED LOCAL MATCH: $450,000 (STA)
$191,386 (TDA)

8. TOTAL PROJECT COST: $1,400,000

9. PRIOR FTA FUNDING: -0-

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: (Specify state and federal codes)

CEQA STATUS: Categorical Exemption per CEQA Guidelines Section 15302.
NEPA STATUS: Not Applicable.

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): Please complete for Annual Element Projects Only:

a. Was the private sector involved in the development of this project as set forth in your adopted policy?
1993 Draft
_____ No __X__ Yes: SRTP Page Reference Appendix

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?
1993 Draft
__X__ No _____ Yes: SRTP Page Reference Appendix

c. Are there impediments affecting your ability to contract for the above named project?
1993 Draft
__X__ No _____ Yes: SRTP Page Reference Appendix

d. Have you received any formal complaints from the private sector regarding this project?

1993 Draft

___X___ No _____ Yes: SRTP Page Reference Appendix

If "yes," how have these been addressed?

Reference: _____

12. **PLANNING JUSTIFICATION AND BENEFITS:**

Proposed bus purchase will allow the City to replace vehicles currently leased from the contractor-operator with city-owned buses. New vehicles will be heavy-duty transit coaches, offering a more attractive and comfortable transportation alternative to city residents.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: **Purchase Transit Buses**
Operator: City of Vacaville
Date: March 31, 1993

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Develop Specs	XX			
TASK 2: Ad/Bid/Award		XXXX		
TASK 3: Construction		XXXXXX		
TASK 4: Put Into Svc		XXX		

EXPENDITURE PLAN (000$):	FY 93	FY 94	FY	FY
FTA SEC. 9		668,614		
FTA SEC. 3		90,000		
FAU/FAI				
OTHER FED.				
STATE TP&D				
ARTICLE XIX				
PROP 108 BOND				
PROP 116 BOND				
FCR				
STAT/LCL PART				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)		450,000		
LOCAL FUNDS				
SPECIFY:				
TDA		191,386		
TOTAL FUNDS		1,400,000		

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR THE FY 1993-94 ELEMENT
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. **OPERATOR:** City of Vacaville

2. **PROJECT NAME:** Purchase Paratransit Vans

3. **PROJECT DESCRIPTION:** Purchase three new ADA-compliant paratransit vans to replace vehicles currently leased from the contractor-operator.

4. **PROJECT CLASS:** New Revenue Vehicles

5. **SRTP PAGE REFERENCE:** Draft 1993 SRTP Table 9-3 (Page 9-10)
   TIP PAGE REFERENCE: _____

6. **PROPOSED FEDERAL FUNDING:** $135,000 (FTA Section 3)

7. **PROPOSED LOCAL MATCH:** $15,000 (TDA)

8. **TOTAL PROJECT COST:** $150,000

9. **PRIOR FTA FUNDING:** -0-

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:** (Specify state and federal codes)

    CEQA STATUS: Categorical Exemption per CEQA Guidelines Section 15302.
    NEPA STATUS: Not Applicable.

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1):** Please complete for Annual Element Projects Only:

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?
    1993 Draft
    _____ No ___X___ Yes: SRTP Page Reference Appendix

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?
    1993 Draft
    ___X___ No _____ Yes: SRTP Page Reference Appendix

    c. Are there impediments affecting your ability to contract for the above named project?
    1993 Draft
    ___X___ No _____ Yes: SRTP Page Reference Appendix

(A:VV94TIP4.PJW) Date: March 26, 1993

d. Have you received any formal complaints from the private sector regarding this project?

1993 Draft

___X___ No _____ Yes: SRTP Page Reference Appendix

If "yes," how have these been addressed?

Reference: _____

12. **PLANNING JUSTIFICATION AND BENEFITS:**

Proposed van purchases will allow the City to replace vehicles currently leased from the contractor-operator with city-owned vans and meet service demand increases expected with ADA implementation.

NOTE: Expect to request TDA funds for this purchase if Section 3 monies are not available to the City.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: **Purchase Paratransit Vans**
Operator: City of Vacaville
Date: March 31, 1993

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Develop Specs	XX			
TASK 2: Ad/Bid/Award		XXX		
TASK 3: Construction		XXXXX		
TASK 4: Put Into Svc		XXX		

EXPENDITURE PLAN (000$):	FY 93	FY 94	FY	FY
FTA SEC. 9				
FTA SEC. 3		135.0		
FAU/FAI				
OTHER FED.				
STATE TP&D				
ARTICLE XIX				
PROP 108 BOND				
PROP 116 BOND				
FCR				
STAT/LCL PART				
TDA		15.0		
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL FUNDS				
SPECIFY:				
TOTAL FUNDS		150.0		

FTA SECTION 3 - BUS PROGRAM
FY 1994 REGIONAL ADA PROJECTS

OPERATOR: WestCat

Project Component	Section 3 Federal Share	Proposed Local Share	FY 94 POP Total Project Cost
3 Paratransit Vehicles & Related Equipment	144,401	16,045	160,446
As listed in FY 1994-2000 Capital Priorites List and Program of Projects §3 Bus Worksheet:	144,401	16,045	160,446

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for the Nine-year Program
of MTC's Transit Capital Priorities

1. **OPERATOR:** Western Contra Costa Transit Authority

2. **PROJECT NAME:** ADA Emergency Replacement Vans

3. **PROJECT DESCRIPTION:** Purchase of three paratransit vans and related equipment including wheelchair lifts, air conditioning, and two way radios for replacement of two non-lift equipped vehicles, and one lift equipped vehicle. These replacement vehicles are necessary to allow WCCTA to meet the requirements of the Americans with Disabilities Act. (ADA).

4. **PROJECT CLASS:** New/used Revenue Vehicles

5. **SRTP PAGE REFERENCE:** Pages 8 and 10 of WCCTA's 1993 update of ADA Complementary Paratransit Plan.

6. **PROPOSED FEDERAL FUNDING:** $144,401 **SOURCE:** ADA Earmark

7. **PROPOSED LOCAL MATCH (10%):** $ 16,045 **SOURCE:** TDA funds

8. **TOTAL PROJECT COST:** $160,446

9. **PRIOR UMTA FUNDING:** None

10: **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

NEPA STATUS: 23 CFR 771.117 (c)(17).
CEQA STATUS: 14 Cal. Admin. Code, Section 15302.

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1):**

a. Was the private sector involved in the development of this project as set forth in your adopted policy?

_____No. _____Yes: SRTP Page Reference

b. Were the proposals received from private sector to operate, construct, or otherwise provide all or part of the above named project?
_____No. _____Yes: SRTP Page Reference
(If yes, how were those proposals evaluated?)

c. Are there impediments affecting your ability to contract for the above named project? (If yes, have you taken measures to address the impact of these impediments?)
_____No. _____Yes: SRTP Page Reference

d. Have you received any formal complaints from the private sector regarding this project?
_____No. _____Yes: SRTP Page Reference
(if yes, how have the complaints been addressed?)

12. **ADDITIONAL PLANNING JUSTIFICATION**

For the last 13 years, WCCTA has operated an extensive paratransit program which provides door-to-door transportation for both senior and disabled passengers travelling anywhere within our service area. Currently the dial-a-ride program operates nine vans. By the end of this fiscal year, over half of these vans will have been in active service in excess of seven years and for more than 200,000 miles.

WCCTA recently completed an updated 1993 ADA Complementary Paratransit Plan which indicated that the additional demand from ADA eligible passengers would require WCCTA to increase its Dial-as-Ride service hours by 25%. While WCCTA can accommodate this increase without increasing the number of vehicles in its fleet, the seven-year old vehicles now operated by WCCTA are prone to failure, and could not withstand more intensive use. In addition, the two vehicles without lifts are inaccessible to many ADA eligible passengers, and will create scheduling inefficiencies as ADA eligible demand increases.

Currently, WCCTA has no identified source of funding for replacement of the three vehicles included in this capital request. Without replacement vehicles, the quality of service available to paratransit users will be seriously compromised, and WCCTA will have difficulty fulfilling its ADA responsibilities.

FY 1993–94 STP-CMAQ TRANSIT PROGRAM OF PROJECTS

MTC REGION

FTA STP-CMAQ PROGRAM
TRANSIT PROJECTS IN THE MTC REGION
Designated Recipient: Metropolitan Transportation Commission

24-Jul-93
FY 94 POP

STP-CMAQ Funds Available:

FY 1992-1993 Apportionment STP (Estimate)	*$48,388,300*
FY 1992-1993 Apportionment CMAQ (Estimate)	*$26,750,200*
FY 1993-94 Apportionment STP (Estimate):	*$48,388,300*
FY 1993-94 Apportionment CMAQ (Estimate):	*$26,750,200*
FY 1991-92 STP Carryover Funds:	*$0*
FY 1991-92 CMAQ Carryover Funds:	*$22,330,700*
Total:	*$172,607,700*

(Total includes funds for projects already obligated. Please see following page for a complete list of obligated transit projects.)

STP - CMAQ Funds Programmed:

STP - CMAQ Funds Programmed for Non-Transit Purposes: *$134,683,900*

STP - CMAQ Funds Transferred to FTA to fund unobligated Transit Capital Projects: *$37,923,800*

	Program of Projects Transit Capital Projects	Probable Year	Score	STP - CMAQ Federal Share	*Cumulative Federal Share*	Proposed State Share	Proposed Local Share	FY 94 POP Total Project Cost
STP-G								
ALA1	BART Bayfair Transit Center	93	Guarantee	$987,000	*$987,000*	$114,500	$97,500	$1,199,000
ALA2	LAVTA Transit Center	93	Guarantee	$397,000	*$1,384,000*	$97,000	$47,000	$541,000
CC2	AC Transit Ctr. - Richmond BAR	93	Guarantee	$468,700	*$1,852,700*	$71,900	$84,300	$624,900
NA2	Consolidated Transit Srvc Ctr	93	Guarantee	$320,000	*$2,172,700*	$46,000	$34,000	$400,000
SCL1	SCCTD Tamien Stn. child Care	93	Guarantee	$1,600,000	*$3,772,700*	$0	$400,000	$2,000,000
SCL3	SCCTD Co. Plan Update @	94	Guarantee	$240,000	*$4,012,700*	$0	$60,000	$300,000
SCL4	SCCTD Guadalupe Dbl. Track D	93	Guarantee	$400,000	*$4,412,700*	$57,500	$42,500	$500,000
SCL5	SCCTD Suntan Special Study @	93	Guarantee	$40,000	*$4,452,700*	$0	$110,000	$150,000

		Probable Year	Score	STP - CMAQ Federal Share	*Cumulative Federal Share*	Proposed State Share	Proposed Local Share	FY 94 POP Total Project Cost
CMAQ								
ALA3	AC Transit - Translink	94	61.3	$6,000,000	*$6,000,000*	$862,500	$637,500	$7,500,000
SOL0	Fairfield P&R	93	59.0	$2,000,000	*$8,000,000*	$0	$10,125,000	$12,125,000
SCL6	SCCTD Vasona Jct. P & R	93	51.0	$4,000,000	*$12,000,000*	$575,000	$425,000	$5,000,000
MAR0	San Rafael Transit Center/P&R	93	45.5	$400,000	*$12,400,000*	$100,000	$43,000	$543,000
SCL7	SCCTD CalTrain Sta. Transit Ctr	93	43.2	$560,000	*$12,960,000*	$80,500	$59,500	$700,000
ALA4	BART Hayward Sta. Transit Ctr.	94	41.9	$913,600	*$13,873,600*	$131,300	$97,100	$1,142,000
JPB1	CalTrain 3 Locomotives	93	40.0	$6,637,500	*$20,511,100*	$862,500	$0	$7,500,000
CC3	AC Trans. Ctr. El Cerrito BART	93	39.2	$268,000	*$20,779,100*	$71,900	$285,000	$624,900
ALA5	AC Trans. Ctr. Eastmont Mall	93	38.3	$1,050,000	*$21,829,100*	$136,400	$0	$1,186,400
ALA6	AC Trans. Ctr. Newpark Mall	93	38.3	$656,400	*$22,485,500*	$85,300	$0	$741,700
STP-D								
MAR1	GGBHTD LarkspurAccess Study	93	42.9	$200,000	*$200,000*	$0	$50,000	$250,000
SCL8	MVu CalTrain lockers at San Ant	94	42.9	$144,000	*$344,000*	$20,700	$15,300	$180,000
SON1	E. Santa Rosa Tran. Stat. Study @	94	27.6	$80,000	*$424,000*	$0	$20,000	$100,000
SON2	W. Santa Rosa Tran. Stat. Study @	94	26.7	$80,000	*$504,000*	$0	$20,000	$100,000
NA1	NVT 6 clean Fuel buses	93	65.2	$1,115,100	*$1,619,100*	$0	$144,900	$1,260,000
ALA8	BART Transbay Tube Rehab	93	62.5	$961,000	*$2,580,100*	$0	$240,250	$1,201,250
CC5	BART Transbay Tube Rehab	93	62.5	$588,600	*$3,168,700*	$0	$147,150	$735,750
SF4	BART Transbay Tube Rehab	93	62.5	$532,500	*$3,701,200*	$0	$133,125	$665,625
SCL9	JPB Ticket Vending Equip.	93	62.0	$2,500,000	*$6,201,200*	$359,400	$265,600	$3,125,000
SM1	JPB Ticket Vending Equip.	93	62.0	$2,248,000	*$8,449,200*	$323,200	$238,800	$2,810,000
ALA9	LAVTA Bus Purchase	94	60.1	$1,736,400	*$10,185,600*	$0	$2,604,600	$4,341,000
SON4	S. Rosa Clean Fuel Bus Repl.	94	60.0	$800,000	*$10,985,600*	$115,000	$85,000	$1,000,000

@ Planning studies to be administered through OWP amendments.

Biennial Element Projects Already Obligated:

STP-G								
CC1	CCCTA 3 Alt. Fuel Buses	94	Guarantee	$660,000	*$660,000*	$94,900	$70,100	$825,000
SF1	MUNI Metro Turnback **	94	Guarantee	$3,400,000	*$4,060,000*		$145,837,000	$149,237,000
SCL2	SCCTD Comm. System	93	Guarantee	$400,000	*$4,460,000*	$92,000	$308,000	$800,000
SCL3	SCCTD Tank Repl. Chaboya Bus	94	Guarantee	$3,200,000	*$7,660,000*		$800,000	$4,000,000
CMAQ								
SF2	MUNI Metro Turnback **	94	60.0	$5,400,000	*$5,400,000*		**	$5,400,000
STP-D								
CC4	CCCTA/WC 3 Alt. Fuel Buses	93	64.3	$660,000	*$660,000*	$94,900	$70,100	$825,000
SON3	SCT Clean Fuel Buses Repl/Exp	94	62.1	$3,360,000	*$4,020,000*	$483,000	$357,000	$4,200,000
SON4	Sonoma Co. Bus Turnout @ Com	93	27.5	$160,000	*$4,180,000*	$23,000	$17,000	$200,000

** MUNI Metro Turnback project is funded by both STP Guarantee and CMAQ funds. Total local match for the project is $145,837,000.

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For the Annual Element
of MTC's FY93 Transit Capital Priorities

1. OPERATOR: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2. PROJECT NAME: INSTALL TRANSIT CENTER AMENITIES AT BAYFAIR STATION (BAYFAIR.PJW)

3. PROJECT DESCRIPTION: Complete the BayFair Station transit center through the provision of weather-protection canopies, benches, transit information displays, and landscaping.

4. PROJECT CLASS: 6 (Passenger Stations)

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 805,200 SOURCE: STP

7. PROPOSED LOCAL MATCH: $ 201,300 SOURCE: State/Bridge Tolls

8. TOTAL PROJECT COST: $ 1,006,500

9. PRIOR FTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c), CE (18)
CEQA STATUS: 15301 Existing Facilities Class I

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No _____ Yes

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No _____ Yes* (will be competitively bid)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No _____ Yes

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No _____ Yes

12. ADDITIONAL PLANNING JUSTIFICATION:

BART has been planning to construct a timed-transfer transit center at BayFair Station, in support of AC Transit's Comprehensive Service Plan, for several years. It was an FAU project under the previous funding authorization act, with funds allocated from the Alameda County FAU program. BART recently constructed the operational elements of the transit center, using State Cypress Corridor earthquake relief funds. The State declined to make available the funds necessary to complete the passenger amenity portion of the project. It is in the best interests of BART, AC Transit, the patrons of the two agencies, and in support of congestion management and clean air objectives, to complete this project as soon as possible.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: January 14, 1992

Project: Install Transit Center Amenities at BayFair Station
Operator: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4
Design	====			
Bid/Award	=====			
Construction	==	========		

EXPENDITURE PLAN (000$):	FY 93	FY94	FY95	FY96
STP or NHS	805			
BRIDGE TOLLS	201			
TOTAL FUNDS	1,006			

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for FY 1993
on MTC's Transit Capital Priorities

1. OPERATOR: Livermore/Amador Valley Transit Authority

2. PROJECT NAME: Transit Center

3. PROJECT DESCRIPTION: New Transit Center to improve safety and passenger amenities

4. PROJECT CLASS: 6 Passenger Station

5. SRTP PAGE REFERENCE: Pages 6-9, 6-10 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $400,000 SOURCE: STP or CMAQ

7. PROPOSED LOCAL MATCH (20%): $169,000 SOURCE: TDA/TCI

8. TOTAL PROJECT COST: $ 569,000

9. PRIOR UMTA FUNDING:

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.115 (c)
CEQA STATUS: 14 Cal.Admin Code, Section 15303

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy:

_____No. __X__Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate construct, or otherwise provide all or part of the above named project?

_____No. __X__Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference_____
Proposals have been solicited from A&E firms and will be solicited from construction firms.

c. Are there impediments affecting your ability to contract for the above name project?:

__X___No. _____Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the Private sector regarding this project?

__X__No. _____Yes: SRTP Reference _____
(If yes, how have the complaints been addressed?
Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION

Overview of Project

LAVTA plans to build a new transit center to be located at Stanley Boulevard and Fenton Street in Livermore. The present on-street transfer operation in front of Valley Memorial Hospital on Stanley Boulevard:

1) Encourages imprudent pedestrian crossings across four lanes of Stanley Boulevard;

2) Poses safety problems;

3) Lacks passenger and bus driver amenities.

LAVTA and the City of Livermore have identified a site (on the former proposed BART station site) for an off street transfer facility. The site is being contributed by the City of Livermore to LAVTA. The site will have seven parking stalls for buses, passenger shelters, driver's restroom, a small Road Supervisor and ticket sales office, and landscaping. There will be no automobile parking at the center.

Passenger Benefits

As stated above, this project will significantly increase passenger safety by eliminating the current on street transfer situation. It also increases passenger comfort by providing an attractive facility where passengers can not only wait for buses but also purchase tickets

Regional Goals

This project will improve transit interoperator coordination by providing a central facility where passengers can transfer between Wheels, BART and Amtrak feeder buses.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Transit Center
Operator: LAVTA
Date: 08-Jun-92

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 93 Q1	Q2	Q3	Q4	FY 94 Q1	Q2	Q3	Q4	FY 95 Q1	Q2	Q3	Q4
TASK 1: Complete PS&E	X											
TASK 2: Construction		X	X	X	X							
TASK 3: Center Open						X						

EXPENDITURE PLAN (000$):	FY 93	FY 94	FY 95
UMTA SEC.9			
UMTA SEC.3			
FAU/FAI			
OTHER FEDERAL	400,000		
STATE TP&D	84,500		
ARTICLE XIX			
PROP 108 BONDS			
PROP 116 BONDS			
FCR			
STATE/LCL PRTNR			
OTHER STATE			
BRIDGE TOLLS			
STA (OP)			
STA (REG)			
LOCAL:			
TDA 4.0	84,500		
TOTAL FUNDS	569,000	0	0

July 21, 1992

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92 - 93
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: Transit Centers Development

3. PROJECT DESCRIPTION: Transit Center Improvements-
Richmond BART

4. PROJECT CLASS: (6) Passenger Stations

5. SRTP PAGE REFERENCE: 137 - 145 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 468,700 FTA STP

7. PROPOSED LOCAL MATCH:(25%) $ 156,200 TSM/BRIDGE TOLLS

8. TOTAL PROJECT COST: $ 624,900

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: Request to be submitted for approval as CE under 23 CFR 771.117 (d) (10)
CEQA STATUS: Negative Declaration to be Filed

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference Appendix E*

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

Date: July 21, 1992
Project: Transit Centers Improvement--Richmond BART
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 92-93
Clearances Required: Board Approval; City Permits, if Applicable

IMPLEMENTATION SCHEDULE:	FY 1992-93 Q1 Q2 Q3 Q4	FY 1993-94 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Environmental	XXXXX				
TASK 2:Prelim. Engineering	XX	XXXX			
TASK 3:Final Design		XX			
TASK 4: Construction		XXXXXXXX			
TASK 5:					
TASK 6:					
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 1992-93	FY 1993-94	FY	FY	FY
FTA SEC. 9 FTA SEC. 3 OTHER FED	468,700				
LOCAL FUNDS SOURCE: TSM/ BRIDGE TOLLS	156,200				
TOTAL FUNDS	624,900				

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed?
Reference _____)

12. PLANNING JUSTIFICATION:

Private Sector

*The Private Sector will be invited to comment on the above projects at a public hearing held each year in conjunction with other regional transit operators and coordinated by the Metropolitan Transportation Commission. This public hearing is not referenced in our SRTP. Notification of this hearing is via newspaper ads and through a mailing to private sector providers.

The AC Transit Comprehensive Service Plan (CSP) converts the primarily radial system into a multi-destinational route network. If AC Transit is to increase transit usage and improve its productivity, it is essential that it reflect the multi-destinational nature of today's travel demand.

Since it is impossible to run direct service from everywhere to everywhere else, an effective multi-destinational network must rely on making transferring convenient. In a system based on timed transfers, a passenger can reach efficient route network with minimal overlap.

To make transferring fast and convenient, the District must be able to bring many buses together at certain key points. These needs require the development of transit centers. A transit center is a facility designed to:

- o allow several buses from different routes to be present at once, so that patrons can transfer without waiting.
- o allow buses to arrive and depart independently (without blocking one another).
- o Provide a safe, pleasant and convenient environment for transferring between buses.
- o Provide other amenities for passengers and drivers.

Besides facilitating bus-to-bus transfers, the transit centers may also accommodate bus-to-rail and auto-to-bus-to-rail transfers. Transit centers are strategically located where several routes naturally converge resulting in high transfer activity. These centers will often be near major activity centers generating a significant number of walk-in passengers. Also, most BART stations in the AC Transit service area will be transit centers to facilitate both regional and local travel.

In urban areas, such as Oakland and Berkeley, the convenience of transferring is largely ensured by the high frequency of most of the

routes. Even though a transit center is not the primary transfer location as it is in the timed transfer network, there are strategic locations where several routes naturally converge creating a high level of transfer activity and necessitating a facility to safely accommodate the buses and provide for a safe and comfortable environment for the passenger.

In suburban areas, however, most service cannot be justified with headways of less than 30 minutes. Here, convenient transfers can be assured only with transit centers. Transit Centers are therefore critical to the success of the Comprehensive Service Plan.

1. General Design Considerations

Most transit centers will be designed with "sawtooth" bays so that buses can pull in and out independently without blocking each other. Each center must have enough bays for all the scheduled buses to be present at once, with some to spare. Locations for cars to pick up and drop off passengers will be isolated from the bus area, to improve the flow of both cars and buses.

2. Locations

Most of the suburban route structure cannot be implemented until there are at least minimal transit center facilities in place, since these sites must accommodate a number of converging buses and allow passengers to transfer safely and conveniently. Tables 1 and 2 list the transit centers according to priority, indicating which should be completed before restructuring.

The District's service area has been divided into four geographical sub-areas for phased implementation of the restructured route network.

The Western Contra Costa sub-area (Table 2, Group 1) includes timed transfer locations at El Cerrito del Norte BART and Contra Costa College and thus are first priority. Improvements to these sites should be complete before restructuring routes. Improvements to the other transit centers which will not have timed transfer locations (Richmond BART, Hilltop Mall Transit Center, El Cerrito Plaza BART) are second priority.

The Oakland-Berkeley-Alameda core area (Table 2, Group 2) includes only one timed transfer location, Montclair transit Center. However, Fruitvale BART and Eastmont Mall Transit Center will also need to be finished before restructuring routes, since they cannot now accommodate the level of bus and transfer activity envisioned. Second priority transit centers to be developed later include West Oakland BART, Coliseum BART, and Southshore Shopping Center.

The Hayward-San Leandro area (Table 2, Group 3) includes five timed transfer locations: San Leandro BART, Bay Fair BART, Hayward BART,

Chabot College Transit Center, and South Hayward BART. Improvements at these sites should be complete before restructuring routes, though it is possible that South Hayward BART could function on an interim basis without major physical changes.

Finally, the Fremont-Newark area (Table 2, Group 4) includes timed transfer locations at Union City BART, Fremont BART, and the new Irvington and Newark Transit Centers. (Irvington Transit Center will be the site of the future Irvington BART station.) Improvements at these sites should also be complete before restructuring, though it is possible that Newark Transit Center could function on an interim basis without major physical changes. Newpark Mall will also be a transit center under the plan, but without timed transfers.

3. Schedule and Funding

The following subsections detail the funding and design schedule for the transit centers and specifies the division of responsibility in joint projects with other agencies.

FY 1988-89 SECTION 3 SUBMITTED PROJECTS

The first transit centers planned for construction are El Cerrito del Norte BART and San Leandro BART.

These projects were originally programmed in the FY 1991-92 Section 9 Capital Program. Instead, they were resubmitted (along with Hayward BART Transit Center) for funding under the FY 1988-89 Section 3 Suburban Mobility Program to take a full advantage of this special one-time grant opportunity. Funding has been approved for El Cerrito del Norte BART and San Leandro BART Transit Centers. The Hayward BART Transit Center has been put back into the FY 1991-92 Section 9 Capital Program.

These transit centers are planned for development as joint multi-modal projects under BART application. The conceptual design for these projects was completed by AC Transit. However, BART will be the lead agency and assume complete project management responsibilities, including environmental clearance, engineering, and construction in conjunction with the BART parking expansion projects.

FY 1990-91 SECTION 9 PROGRAMMED PROJECT

The Regional Program of Projects (POP), approved by the Metropolitan Transportation Commission (MTC) on September 26, 1990, was based on expected Federal apportionments. As a result of the actual total apportionments being higher than that expected, the FY 1990-91 Section 9 POP and the annual element of the FY 1991-97 Transit Capital Priorities for the San Francisco/Oakland urban area was revised by MTC. Due to the increased apportionments, the Contra Costa Transit Center project was made a part of the FY 1990-91 Section 9 POP. The Transit center proposed for Contra Costa College will serve as a key facility in the

implementation of the timed transfer network in Western Contra Costa. The transit center will be developed in close coordination with property owners, neighboring communities, and with the Contra Costa Community College District.

FY 1991-92 SECTION 9 PROGRAMMED PROJECTS

Bayfair BART Transit Center, originally programmed in the FY 1991-92 Section 9 Capital Program and reprogrammed for the FY 1992-93 Section 3 Capital Program has now been funded by State Cypress Mitigation Funds received by BART in FY 1992. The Contra Costa College Transit Center was also originally programmed as a FY 1991-92 Section 9 Capital Program but was reprogrammed to the FY 1990-91 Regional Program of Projects submitted to UMTA by MTC in September, 1990.

The noted shifts leave Chabot College Transit Center in the Section 9 Capital Program plus the Hayward BART and Fruitvale Station projects. Conceptual designs have been completed for all sites.

Fruitvale BART Station project is planned for development as a joint multi-modal project for which BART will take the lead, since the project is in conjunction with BART's parking expansion project at the same location. The project would therefore be funded under BART's Section 9 Capital Program. The Hayward BART Station project is also planned for development as a joint multi-modal project and will also be funded under BART's Section 9 Capital Program.

The Chabot College Transit Center, a timed transfer transit center in the vicinity of Chabot College in Hayward, will be developed in close cooperation with the property owner. The conceptual designs are completed for the three sites.

FY 1992-93 PROPOSED PROJECTS

FY 1992-93 projects proposed for the Federal Transportation Administration's (FTA) Surface Transportation Program (STP)/Congestion Mitigation and Air Quality (CMAQ), and Section 9 funding are Montclair, Eastmont Mall, Newpark Mall, Fremont BART, and Richmond BART transit centers. The Bayfair BART transit center was originally programmed for FY 92-93, but BART received Cypress Mitigation Funds in FY 1991-92 for this multi-modal timed transfer center project to help mitigate the loss of the Cypress Freeway structure during the Loma Prieta Earthquake.

The Montclair transit center would serve as a key facility in the implementation of timed transfer network in Oakland area. The transit center will be developed in close coordination with property owners, and neighboring communities.

The Eastmont Mall transit center in Oakland would accommodate the consolidation of expanded bus and transfer activities at an off-street site affording a safer and more convenient operation. The conceptual

plans are completed.

Newpark Mall is a major shopping center located in the fast growing community of Fremont. New residential and industrial developments are appearing on the fringes of Fremont and Newark, creating new transit demand in this area. Improved routes will provide better local circulation, with many passengers transferring at this point.

The Fremont BART Transit Center will be a bus-only area with curbside stops and island platforms. The compact design allows for efficient bus-to-bus and bus-to-train transfers. The facility will accommodate seven Santa Clara County Transit buses, in addition to twelve AC Transit routes. The concept plan removes approximately 100 BART parking stalls. Replacement of these stalls is included as part of the project.

Richmond BART already functions as a transit center, as much of the service in the area radiates from this station. This pattern will continue and expand under the CSP, with extensive service from the station to all parts of Richmond. This station is also a major stop on the Bay Area-Sacramento train service, and will be a stop for the Del Norte BART to San Rafael bus service that will be implemented in the near future.

FY 1993-94 PROPOSED PROJECTS

The FY 1993-94 project proposed for the FTA STP funding is the El Cerrito Plaza BART transit Center.

As a shopping center, El Cerrito Plaza is a major transit destination in Western Contra County. El Cerrito Plaza BART will be one of two transit centers located in El Cerrito. Van routes will emanate from El Cerrito Plaza to serve hill areas of El Cerrito and Kensington. The transit center will also be served by local lines from Berkeley and a major trunk line, the 72-San Pablo Avenue with limited service from Oakland.

FY 1994-95 PROPOSED PROJECTS

The FY 1994-95 proposed projects are South Hayward, and Hilltop Mall transit centers.

South Hayward is one of five timed transfer locations in the Hayward area, and is one of the major activity centers on the east end of the city.

Hilltop Mall is a major regional shopping center and a major transit destination in itself. It will be served by the area's busiest trunk route and several new routes which will serve the growing demand for trips between residential northern and eastern Richmond and employment centers in western Richmond.

AC TRANSIT - TRANSIT CENTERS DEVELOPMENT

FY 1995-96 PROPOSED PROJECTS

The FY 1995-96 proposed projects are Coliseum BART, Union City BART, and Newark Transit Centers.

Coliseum BART is one of the major destinations in the District's core service area of Oakland/Berkeley/Alameda/Albany/Emeryville, as well as the main transfer point for trips to Oakland Airport. The expansion of crosstown service under the CSP will increase the level of service to this station, and increase the passenger transfer activity that occurs there. The station may also be a stop on the proposed Bay Area-Sacramento train service.

The conceptual layout for Union City BART Station places the buses closest to the BART station entrance along the front curb and on three islands. The plan provides a compact bus berth area to minimize bus-to-bus and bus-to-train transfers. Kiss and ride will use the fourth island. The additional bus stalls will remove approximately 120 BART parking spaces, replacement of which is proposed as part of this project.

The Newark Transit Center will serve one of the fastest growing communities in the Bay Area. This will be a timed transfer facility for those routes which are designed to provide better local circulation in the activity centers of Newark and southern Fremont.

FY 1996-97 PROPOSED PROJECTS

The FY 1996-97 proposed projects are West Oakland BART, Southshore, and Yerba Buena Transit Centers.

West Oakland BART will be a key transit center in the District's core service area of Oakland/Berkeley/Alameda/Albany/Emeryville. It is also a station on the Bay Area-Sacramento train service.

Southshore Shopping Center is a major destination in the core service area, and will be served by several major routes from Alameda and Oakland.

Over the years the District has received numerous complaints from patrons regarding the deterioration of the Yerba Buena facility and increased incidents of crime. Yerba Buena is located at 40th and San Pablo Avenues. This is one of AC Transit's major transfer points for connection with transbay lines and other locations. The facility is surrounded by legal gambling casinos and night clubs. Many of our homeless also frequent this area. Patrons, particularly women are frequently approached for money or with lewd conversation. AC Transit owns only a small strip of land (right of way). Security and convenience modifications for this area will be analyzed as a result of the District's Comprehensive Service Plan (CSP) to determine the best way to remedy present conditions.

(REVISED: July 21, 1992)

AC TRANSIT - TRANSIT CENTERS DEVELOPMENT

Several of the possible alternatives are:

1. Improve present site,

2. Expand present site by procuring adjoining parcel and rebuild, or

3. Select an alternative location.

This project has been shifted to FY 1994-95 of the Transit Capital Priorities Program as the District believes it is important to determine the impact the CSP will have on the needs of the Yerba Buena Transfer point.

Rising construction costs and the strong possibility that this project will require the purchase of additional land, either at the present site or at an alternative site, further support this funding request.

FY 1997-98 PROPOSED PROJECTS

The FY 1997-98 proposed project is the Irvington transit Center.

The Irvington Transit Center is scheduled for operation prior to the construction of the proposed BART station. The plan therefore proposes an interim transit center on largely vacant BART-owned land east of Osgood Road, which will eventually be a BART parking lot. The conceptual designs for the proposed projects are complete.

TABLE-1

COMPREHENSIVE SERVICE PLAN
TRANSIT CENTERS

	BART STATIONS	Estimated Number of Bus Bays Required for Each Facility	Priority[1]
1.	Richmond	10	2
2.	El Cerrito/Del Norte	13	1[2]
3.	El Cerrito Plaza	9	2
4.	Oakland West	6	2
5.	Fruitvale	12	1[2]
6.	Coliseum	10	2
7.	San Leandro	12	1
8.	Bayfair	18	1
9.	Hayward	17	1[2]
10.	South Hayward	9	2
11.	Union City	16	1
12.	Fremont	19	1
13.	Irvington	9	1
	OTHER TRANSIT CENTERS		
1.	Hilltop Mall	10	2
2.	Contra Costa College	14	1[2]
3.	Chabot College	12	1
4.	Southshore Shopping Center	4	2
5.	Montclair	11	1[3]
6.	Eastmont Mall	7	1[3]
7.	Newark	8	2
8.	Newpark Mall	7	2

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[1] Priority I transit centers are those which should be completed prior to the implementation of restructured service, and will require interim facilities until the permanent facility is built.

[2] Interim facility is built.

[3] Poor on-street stop locations discourage transferring and probably any growth at these sites. New facilities will need to be constructed for optimum operation.

(REVISED: July 21, 1992)

TABLE-2

COMPREHENSIVE SERVICE PLAN
TRANSIT CENTER
GEOGRAPHICAL PROJECT GROUPINGS

	PRIORITY I SITES	PRIORITY II SITES
Group #1	El Cerrito del Norte BART Contra Costa College	Hilltop Mall Richmond BART El Cerrito Plaza BART
Group #2	Fruitvale BART Montclair Eastmont Mall	Oakland West BART Coliseum BART Southshore Shopping Center
Group #3	San Leandro BART Bayfair BART Hayward BART Chabot College	South Hayward BART Station
Group #4	Union City BART Fremont BART Irvington BART	Newark Newpark Mall

(REVISED: July 21, 1992)

PROJECT JUSTIFICATION WORKSHEET
for Projects Submitted for FY 1992-93
of MTC's Transit Capital Priorities

1. Operator: City of Napa/County of Napa/Napa Valley Unified School District

2. Project Name: Consolidated Transit Service Center - Phase I

3. Project Description
Design, engineering and environmental Assessment for a consolidated fueling, service, cleaning, and storage facility for all county-wide transit, paratransit and school transportation vehicles.

4. Project Class: Enhancement, Coordination, efficiency, replacement, Safety

5. SRTP Page Reference: none — TIP Page Reference: pending

6. Proposed Federal Funding: $320,000 — SOURCE: ISTEA/CMAQ

7. Proposed Local Match: $80,000 — SOURCE ~~unknown~~ P1102116

8. Total Project Cost: Phase I - $400,000

9. Prior FTA Funding: none

10. Environmental Document Type and Status:

NEPA: Environmental Assessment Needed
CEQA: EIR

11. Compliance with Private Sector Participation Requirements
(Please complete for annual element projects only)

a. Was the private sector involved in the development of this project as set forth in your adopted policy

__xx__No _____yes: SRTP Page Reference:_____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__xx___ No _____ Yes: SRTP Page Reference:_____
(If yes, how were those proposals evaluated? Reference:_____)

c. Are there impediments affecting your ability to contract for the above named projects?

__xx___ No _____Yes: SRTP Page Reference:_____
(If yes, have you taken measures to address the impact of these impediments? Reference_____)

d. Have you received any formal complaints from the private sector regarding this project?

_xx_____ No _____Yes: Reference:_____
(If yes, how have the complaints been addressed? Reference _____)

12. Additional Planning Justification:

CONSOLIDATED TRANSIT SERVICES CENTER

This project would consolidate the fueling, maintenance, cleaning, and storage of the county-wide transportation fleet of bu the VINE, Napa Valley Transit, demand responsive systems and the Napa Valley Unified School District in one location where there is adequ room for expansion and state-of-the art facilities for diagnostics, alternative fuels, and major repairs.

Currently, the City, County, Volunteer Center (operator of Demand Response system), and the School District all have s facilities for fueling, storage, and repair. This causes inefficiencies and duplication of effort. In addition, the City's facilities are located the flood plain and during the 1986 floods became unusable. Vehicle storage areas are fast becoming depleted at all facilities as fleets grow service expands.

In addition, the transit fleets will need to respond to Clean Air mandates, and consolidation of fueling facilities will afford opportunity for all transit providers to share one facility and source for alternative fuels.

Pooling of maintenance would provide state-of-the art equipment, sharing of expertise, and a way to facilitate better respo maintenance and repair problems which are currently sometimes delayed for lack of expertise, equipment, or other capital and human resourc

The Napa Valley Unified School District currently owns a parcel of land of sufficient size to accommodate this facility. o past three years, several increasingly formal meetings have been held to discuss the best use of this parcel to benefit public transportation entit It is very likely that, if the CMA is able to obtain funding for the development and capital portion of the project, the School District will more likely to reduce the price of the land as their contribution to the project. This parcel is contiguous to the MTS, and has easy f access to the CMA network on Highway 29.

The City of Napa will become the responsible party for the provision of ADA service. As such, it is to the City's advantage to h consolidated resources for maintaining the capital equipment which will need to be purchased to provide complementary paratransit s This project will provide such a benefit, allowing better monitoring of the quality of service on the street.

This project will be broken into three phases. Phase I will include the preliminary engineering and CEQA process, and will : an estimated $320,000. Phase II will include site selection and land acquisition for $280,000. Phase III will provide the construction facility for $2,000,000.

TOTAL PROJECT COST - $2,600,000 cmaq.cr/wp1

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: CONSOLIDATED SERVICE FACILITY - PHASE I
Operator: CITY OF NAPA/COUNTY OF NAPA/NAPA UNIFIED SCHOOL DISTRICT
Date:

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 9 3 Q1 Q2 Q3 Q4	FY 9 4 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 9 Q1 Q2 Q3 Q4
TASK 1: PRELIMINARY ENGINEERING	———			
TASK 2:				
TASK 3:				

EXPENDITURE PLAN (000$):	FY 93	FY 9	FY 9	FY 9
UMTA SEC.9				
UMTA SEC.3				
FAU/FAI	320,000			
OTHER FEDERAL				
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				
OTHER STATE	80,000			
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL (specify:)				
TOTAL FUNDS	400,000			

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR FY 92/93
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: SANTA CLARA COUNTY TRANSIT DISTRICT

2. PROJECT NAME: Child Care Center

3. PROJECT DESCRIPTION: Construct an 150 space child care center adjacent the Tamien Train Station

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $1,600,000 SOURCE: STP/CMAQ

7. PROPOSED LOCAL MATCH: 20% SOURCE: Local 1/2 cent Sales Tax

8. TOTAL PROJECT COST: $2,000,000

9. PRIOR UMTA FUNDING: NONE

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

___No. ___Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above named projects?

___No. ___Yes: SRTP Page Reference _____
If "yes", how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?

___No. ___Yes: SRTP Page Reference _____
If "yes", have you taken measures to address the impact of these impediments? Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

___No. ___Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

A high-quality, accessible and affordable child care center located at or near a major intermodal transit facility such as the Tamien train station, would offer a strong incentive to use public transportation.

The Tamien site is an ideal location from the standpoint of its proximity to a large residential neighborhood that appears to exhibit both stong demand as well as a deficiency in day care facilities. Also, a child care facility located near a transit hub that features commuter, light rail and local bus service would have appeal to public transportation users.

CHILD CARE FACILITY AT THE TAMIEN INTERMODAL STATION

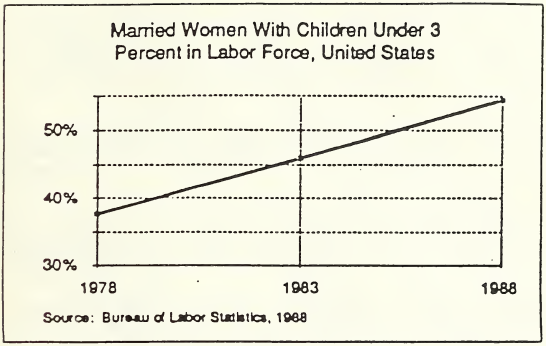
In this paper the concept of incorporating a child care center into the Tamien Intermodal Station will be explored. There are several aspects to the growing problem of child care, especially for the parents who are the working poor. First the shortage of affordable child care forces many who would work full time either to reduce their work hours or stay at home, further reducing their incomes. Second, the location of child care centers is frequently not accessible by transit, requiring a car to be available. This can be a considerable expense for a family with a lower than average income. A large concentration of these families are located near the Tamien Station in San Jose. A child care center located at or near a major intermodal transit facility, providing high-quality, affordable, accessible child care would offer strong incentives to use public transportation.

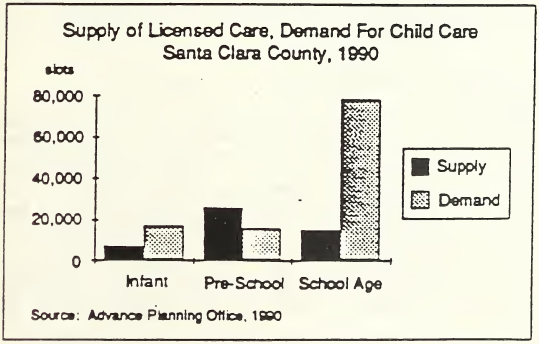
1. Growing Demand For Child Care

The demand for child care in Santa Clara County will continue to exceed the supply throughout the 1990's. The high percentage of women who work will continue to increase at a very slight rate through 2005. Most of this increase will be among women with children under age 3. Population growth will slow, but will be accompanied by a rapid rise in ethnic diversity. The 1990 Census shows San Jose has no majority ethnic group. By 2005, most young people will be Latino or Asian, while most seniors will be white.

Child care is expensive: it comprises between 10 and 30% of a family's budget. This proportion is highest for the working poor. San Jose is projected to receive half of Santa Clara County population growth over the next 15 years. This population will be more diverse, younger and have more children than the county average. An increasing proportion of children will live with a single working parent, which will cause the already high demand for child care to increase.

Many parents with below average incomes find they need subsidized child care, but must wait long periods to get an available slot for their children. This creates a major barrier to finding or keeping a job, frustrating their efforts to get ahead. Later educational attainment and social adjustment of those children who have received child care is better than for those who have not. Disadvantaged children in quality care ultimately have higher high school graduation rates, lowered teen pregnancy rates, and lower rates of delinquency.


Married Women With Children Under 3
Percent in Labor Force, United States
50%
40%
30%
1978
1983
1988
Source: Bureau of Labor Statistics, 1988


Supply of Licensed Care, Demand For Child Care
Santa Clara County, 1990
slots
80,000
60,000
40,000
20,000
0
Infant
Pre-School
School Age
Supply
Demand
Source: Advance Planning Office, 1990

2. Need for Child Care In Tamien Area

Although infant and toddler care is in short supply in Santa Clara County, this shortage is particularly acute in the Tamien area.

- Of those requests for child care in San Jose received by the Santa Clara County 4-C Council 37% were for infant care, but only 6% of care provided was for this group. For the area around Tamien, 26% of requests were for infant child care, while only 2.3% of the care provided in the Tamien Station area was for this age group, an even greater disparity than for the city as a whole.

- Overall, the International Child Resource Institute of Berkeley estimates 43.6% of overall child care needs, 60% of the need school age child care, and 64% of infant care needs in the Tamien area go unmet.

- The Tamien area exhibits one of the lowest percentages of employed residents in the city, about 50.8%. The area is almost half Latino, and 26.6% are Spanish speaking. Thirty percent of the population is under 18, and 11% is age 5 and under.

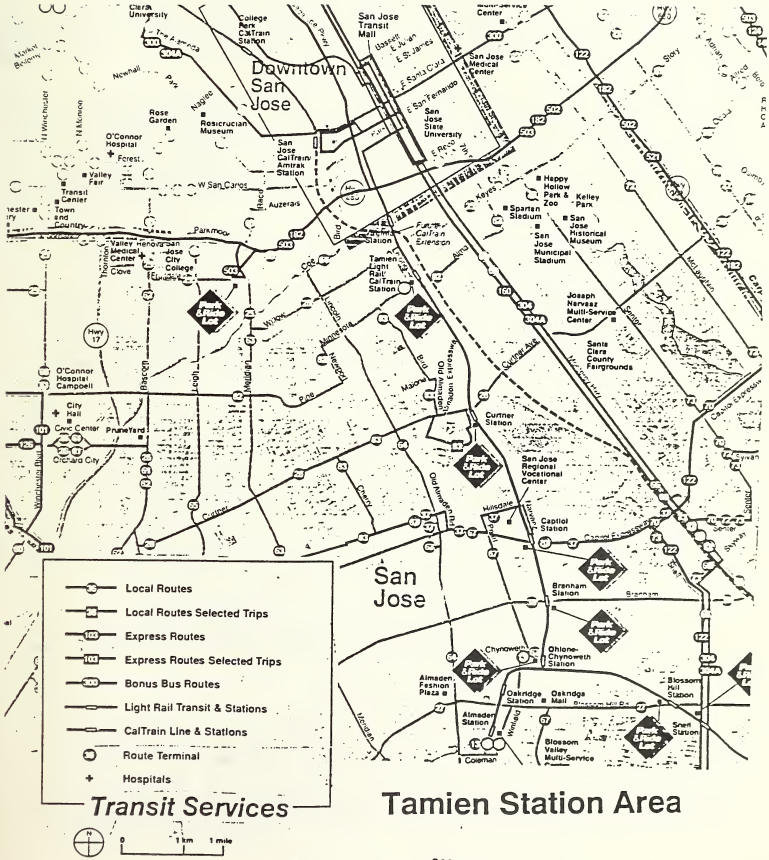
- Tamien Station is located within the San Jose Unified School District, where 18% of the 29,769 children enrolled are from families that are at or below the poverty level.

Three-quarters of the infant and toddler care in Santa Clara County is provided in family home day care. This type of care has the greatest space requirements and requires one teacher for every four children. Child care centers can act as a central point for coordinating a family child care network. One example of this is provided by Economic and Social Opportunities Inc., a private, non-profit agency which currently coordinates such a network of 30 family day care homes out of the Alma Preschool, not far from Tamien Station.

3. Reduce Dependency of Child Care Users on Automobiles

According to an annual poll conducted by the Bay Area Council, the major concern of residents in the Bay Area Region has been the transportation problem. People in Santa Clara County are even more concerned about transportation than the rest of the region. In the past some believed that the automobile could provide all transportation needs, and this is reflected in the design of suburban manufacturing, office and R & D areas which lack sidewalks and transit amenities, and food and child care services nearby. Severe peak hour traffic congestion, lengthy commutes and the region's worst air quality problems stem from the separation of residential areas and commercial services from the workplace. Because of the automobile's central role in air quality problems, a major effort to reduce the number of employer-based trips is being pursued.

Many things are being done to reduce the dependence that Santa Clara County's residents have on single occupant automobile driving. The County's Transportation 2010 Plan has identified a long range plan which


Downtown San Jose
San Jose
Local Routes
Local Routes Selected Trips
Express Routes
Express Routes Selected Trips
Bonus Bus Routes
Light Rail Transit & Stations
CalTrain Line & Stations
Route Terminal
Hospitals
Transit Services
0
1 km
1 mile
Tamien Station Area

give a strong emphasis to a future based on rail transportation improvements. San Jose's recent housing initiative proposed the zoning of areas along light rail for moderately high-density housing coupled with neighborhood commercial development. New housing growth would be concentrated along the Light Rail line, much of it in the Communications Hill area and at Tamien. The population in the area within a one-mile radius uses transit for 6.6% of trips, about double the average for the county. With light rail service, coordinated bus services, and Commuter Rail service, the area will provide one of the best-served transit markets in the county and a natural meeting point for carpoolers.

Location of a child care center at the Tamien Site would maximize the opportunities for transit and ridesharing use, reduce traffic congestion and personal transportation expenses, and help to meet local Air Quality goals as well. Many parents now find it necessary to drive alone an average of six to eight extra miles daily, in order to access child care. A child care facility located at the Tamien Intermodal Station would allow some of these people to combine this trip to child care with the commute to work.

Provision of a care program for mildly ill children would reduce the need for driving alone. Where this sort of care is not provided, the parent must leave work suddenly when they receive a phone call that their infant is ill. Since commuter rail has relatively infrequent schedules, this is a major deterrent to its use. This need to take care of a sick child also a prevents participation in carpools because of the rigid schedules involved. Since the average parent needs to leave work to care for an ill child eight times a year, mildly ill child care would remove one barrier to transit and ridesharing use.

4. Tamien Station Area Ideal Location

The Tamien site is attractive for the development of child care facilities to serve both the local and regional markets. The Tamien Station is an ideal location for child care facilities in close proximity to a residential neighborhood that exhibits both strong demand and a deficit in the supply, for accessible, affordable, quality child care. Additionally, a child care facility located near a transit hub that features commuter and light rail, and local bus services would have appeal to a much larger population segment. A recent Needs Assessment prepared by the International Child Resource Institute (ICRI) concluded that the demographics around the Tamien Station will support a child care center that would serve from 80 and 200 children. Tamien Station provides an accessible, safe and convenient location for a day care center.

5. Alternative Scenarios for Tamien Child Care

The need for child care in the Tamien area should be a top public priority even in the face of the current economic recession. The expense of family child care for infants and toddlers coupled with high need for this kind of care among low income families makes consideration of some sort of subsidy provision for child care users desirable, but the scarcity of public funds to support such subsidy programs is painfully evident. Under AFDC those enrolled in job training are eligible to receive assistance for child care

services. At the current time the Santa Clara County Social Services department has a list of 11-12,000 people who are waiting to receive these funds. Available resources are insufficient to subsidize local day care needs in the Tamien area in a timely fashion.

A. Institutional Alternatives

This creates the need for local governments to be creative in exploring new methods and arrangements to operate and finance a child care center. Three options on for organizing ongoing operations were presented in the ICRI Needs Assessment:

- Option A - Child Care Center would be established as an independent non-profit entity with its own Board of Directors selected from the community, local service providers, and the The Transit District. The District would not directly control the child care center, and although it could make grants to the Center, but would not be obligated to. This would involve no ongoing expenditures on the part of the District. The child care facility would essentially be leased at nominal cost to the independent care provider, who would assume continuing control of day-to-day operations and legal liability.

- Option B - The Transit District could operate the child care center itself or in conjunction with the county. This would operate under the current county personnel and budget structure and would involve administrative costs in addition to ongoing expenditures on the part of the district. The county or district would assume continuing control of day-to-day operations and legal liability.

- Option C - The Transit District would contract directly with an outside provider of child care services via competitive bidding. Quality standards would be established, and penalties for noncompliance set forth. The district could still retain some control and would be relieved of day-to-day operating responsibilities, but potentially could have legal liability.

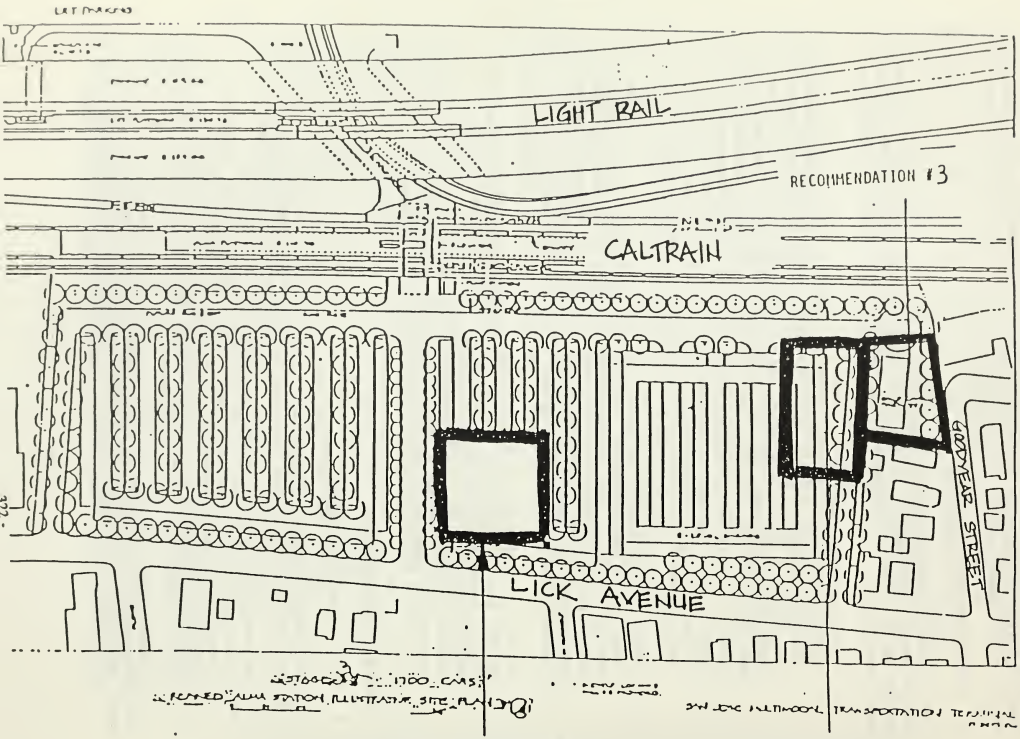
A. Physical Alternatives

1. Stand-alone Child Care Center

The ICRI study identified three potential sites for a stand-alone day care center on the Tamien Site, which would provide care for from 125 to 150 children. Infant, toddler, preschool and school age children would all be provided for at these locations. Two of these locations would utilize a 3/4 acre parcel and as a result would have a more open feel. Another site would require a two-story structure on a .4 acre parcel and would more challenging to design and operate, or alternately a smaller center could be built.

All of these sites would use the "mini-center" layout, arranging the facilities around a central courtyard while retaining individual small group classrooms. A common entrance to the facility would also provide

SITE RECOMMENDATIONS FOR CHILD CARE CENTER



security. Any child care center would need to be located away from diesel fumes from buses and CalTrain locomotives, and far enough from the Guadalupe Freeway to minimize noise problems.

The estimated costs for a child care center at Tamien could exceed available County funding. The District is prohibited from using state transportation funds to operate or construct a child care center.

B. Joint Development

While the ICRI study looked at a child care center only as an stand-alone development, strong potential exists for Joint Development at the Tamien Station site. This could result in provision of quality child care services by leveraging public resources. Joint development possibilities will be developed in this section.

Joint development at Tamien would involve the use of a portion of the 17 1/2 acres of land being held for park-and-ride lot development for a moderate-density housing development built with a future phase of park-and-ride lot construction.

Either a private for-profit, a private, non-profit development, or a public housing project could be involved in the development of plans for the site. The Housing Authority of Santa Clara County provides the federal grant-assisted public housing for the county, and participates in the provision of privately provided affordable housing financed through state bonds, public incentives and other programs. They have indicated interest in further examination of the opportunity to use the "air rights" at the Tamien Station site. Other private, non-profit organizations responsible for providing most of the low-cost housing in the county might also be interested.

Housing would be built above new park-and-ride lots or structured parking facilities provided in exchange for the use of this space by a developer. This would involve a private low-and moderate income housing developer. In lieu of annual rent the developer would agree to construct and operate (or provide for the operation of) a child care facility as a part of the project. In this option, a child care center could be provided with minimal expenditure of public funds, and a new source of funds to subsidize low-income users of child care. Organizational options similar to those presented in the previous section for operating a stand-alone child care center. Responsibility for legal liabilities in a joint use situation should not be markedly different than for a stand-alone child care center.

TAMIEN CHILD CARE CENTER

ICRI CHILD CARE NEEDS ASSESSMENT AND RECOMMENDATIONS

STAFF ANALYSIS AND RECOMMENDATIONS

(April 27, 1992)

DRAFT

DRAFT

A. Background

A child care needs assessment and recommendations for the Tamien Child Care Center was developed by International Child Resource Institute (ICRI). That report includes an executive summary of what was studied, what was found, and what is recommended. The following provides a further explanation of those areas.

1. What Was Studied - The ICRI report consisted of a feasibility study of:

   a. Demographic review of transit user profile development within Santa Clara County, the City of San Jose and one and three mile radius areas surrounding Tamien Station.

   b. Neighborhood and transit pattern assessment in relation to child care need to determine the demand for child care facilities in the Tamien area.

   c. Review of the proposed site and the development of alternate locations and facility configurations at the site.

   d. Determination of optimal size of the facility with alternatives based on budget considerations and land constraints.

   e. Design considerations to address regulatory licensing, zoning and health and safety requirements.

   f. Policy considerations for encouraging transit customers' use of the child care center, including goverance, administrative and operating considerations.

2. What Was Found - ICRI determined that the existing child care supply in the Tamien area does not adequately meet the

Board of Supervisors: Michael M. Honda, Zoe Lofgren, Ron Gonzales, Rod Diridon, Dianne McKenna

demand. The demand will support a center to serve a minimum of 80 children and a maximum of 200 children. The following age groups, in descending order, have the highest level of demand for child care - (1) infant and toddler, (2) school-age, and (3) preschool. There is also a need for mildly-ill children care or occasional care. And, a child care center at the Tamien Station will likely increase the use of public transportation.

3. What is Recommended - ICRI developed recommendations for locations of the child care center and programming issues.

   a. Location Issues - The recommended location at the Tamien Station is the future Caltrain parking lot on Transit District land at the northwest corner of the entrance to the lot on Lick Avenue ("Lick Avenue location"). It will consist of three quarters of an acre and will serve a child care center for up to 150 children. An alternative location is in the future Caltrain parking lot at the corner of Goodyear Street and the Caltrain tracks ("Goodyear Street location"). Options include a one story center on three quarters of an acre and a two story center on four-tenths of an acre.

   b. Programming Issues - A viable option for care of mildly-ill children and occasional care is the development of a satellite family day care home at a site near the Tamien Station. ICRI also recommends development of a specialized transit related resource and referral service.

B. Project Budget and Cost Estimates

The original budget established for the Tamien Child Care Center is $620,000. An additional $500,000 was included for child care as part of the appropriation for the Multimodal Terminal project, increasing the total budget to $1,120,000. The amount expended to date is $16,040 for ICRI fees for the development of the child care needs assessment and recommendations. The amount currently available for the remainder of the project is approximately $1,100,000.

Staff developed project cost estimates, using the construction costs in the ICRI report, for two alternatives:

- ICRI's minimum sized center for 80 children.
- ICRI's maximum sized center for 150 children.

The cost breakdown and facility size for each alternative is:

Child Care Capacity (children)	80	150
Unit Area Building (SF/child)	55	55
Unit Area Play Yard (SF/child)	75	75
BUILDING AREA (SF)	4,400	8,250
PLAY YARD AREA (SF)	6,000	11,250
Unit Cost Building ($/SF)	$ 101	$ 101
Unit Cost Play Yard ($/SF)	$ 13	$ 13
SITE IMPROVEMENTS/UTILITY HOOK-UPS (See Note 3)	$ 50,000	$ 50,000
BUILDING COST	443,456	833,250
PLAY YARD COST	76,385	146,250
TOTAL COST	$569,841	$1,029,500
Supplemental Work Allowance SWA	56,984	102,950
Reasonable Bid Allowance RBA	62,683	$ 113,245
TOTAL CONSTRUCTION COST	$689,508	$1,245,695
DESIGN COST		
Assessment/Feasibility Study (ICRI)	16,000	16,000
Expert Consulting Services (Advice/Review) (ICRI)	32,500	32,500
Geotechnical, Topo Survey - Allowance (see Note 1)	15,000	15,000
Project Management Design Phase (8hrs/wk)	18,720	18,720
Architectural Design (700hrs for 80 child)	46,314	87,300
Structural Design (60hrs for 80 child)	5,869	11,000
Mechanical/Electrical Design (100hrs for 80 child)	6,616	12,500
Landscape Design (60hrs for 80 child)	5,615	10,800
Signage Design	5,000	9,500
TOTAL DESIGN COST	$151,635	$ 213,320
DESIGN CONSTRUCTION SERVICES COST		
Plan Check Review-Allowance for Building Official	6,500	12,250
Advertising/Bidding (80hrs)	5,340	5,340
Project Management Construction Phase (8hrs/wk)	16,068	24,102
Design Construction Services (8hrs/wk)	12,855	19,282
TOTAL DESIGN CONSTRUCTION SERVICES COST	40,763	60,974
CONSTRUCTION INSPECTION	67,036	92,973
FURNITURE		
Furniture/Equipment-Allowance	100,000	150,000

START-UP COST		
Licenses, Fees, Taxes-Allowance	2,500	2,500
Publicity & Advertising-Allowance	1,500	1,500
Supplies-Allowance	8,000	15,000
TOTAL START-UP COST	12,000	19,000
PROJECT CONTINGENCY (10%)	106,094	178,196
TOTAL PROJECT COST	1,167,036	1,960,158

NOTE 1: EIR not included.
NOTE 2: Construction costs shown are inflated to mid-point of construction.
NOTE 3: Site improvements do not include on-site parking for staff which will be accommodated in the Caltrain parking lot.

C. Operating Cost Estimates

Staff developed operating cost estimates for the 80 and 150 child care centers based on information in the ICRI report, supplemental information provided by ICRI, and costs provided by the YWCA, the operator of the Valley Medical Center (VMC) Child Care Center.

	80 Child Center	150 Child Center	VMC 63 Child Center
Annual Registration Fee	$ 50	$ 50	$ 35
Child Care Monthly Fee			
Infants	$ 534	$ 534	$ 500
Toddlers	500	500	480
Transitional Twos	471	471	404
Preschool	422	422	340
School-age	219	219	—
Annual Income	$439,072	$654,671	not known
Annual Expenses	$501,280	$643,734	not known
Annual Loss/Gain	$ 62,208 loss	$ 10,937 gain	$36,000 loss (w/o overhead costs)

D. Project Schedule

The timeline for establishing the child care center is detailed below.

Design (concurrent with zoning & environmental)	9 months
Advertisement/award/ contractor compliance	3 months

Construction	
80 child care center	6 months
150 child care center (concurrent with licensing & nonprofit provider)	9 months
Total	
80 child care center	18 months
150 child care enter	21 months

E. Goverance Options

ICRI developed three alternatives for goverance options for the child care center which are detailed in the report. In general, they consist of the following:

1. Establish as a non-profit entity - Operating the center as an autonomous unit with its own board of directors requires development of a new entity which separates the Transit District from the center.

2. Operate the center as division of the Transit District - Requires development of a separate child care unit and applying County employee practices and policies to child care personnel; administration liability and budget issues are a part of this option.

3. Develop a contract between the Transit District and an outside provider of child care services - The Transit District exercises less control over daily operations but lessens the liability and budget issues to the District.

F. Staff Recommendations

1. Proceed with design and construction of a child care center for 150 children on the three quarter acre Lick Avenue location.

   Apply for $1,600,000 for ISTEA funds (CMAQ-Congestion Management and Air Quality) in the 1993 TIP (Transportation Improvement Program). Provide $400,000 for the local match.

   If ISTEA funds are not approved, proceed with an 80 child care center to stay within the $1,100,000 budget.

   It is estimated that the 150 child care center will be operationally self-sustaining when filled to capacity. The 80 child care center, when at full capacity, will need to be subsidized by an annual cost estimated to be $62,000.

2. Proceed with staff design. Consultants will be needed for expert consulting services and geotechnical and structural services.

3. Work with the County Child Care Operating Policies Committee to determine the best governance option to provide quality, affordable child care while minimizing liability to the District.

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR FY 93/94
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: SANTA CLARA COUNTY TRANSIT DISTRICT

2. PROJECT NAME: **Planning Update**

3. PROJECT DESCRIPTION: Update of T-2010 Plan; costs associated with consulting services & other costs associated with the bi-annual update of the County's 20 year Transportation Plan

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $240,000 SOURCE: STP

7. PROPOSED LOCAL MATCH: 20% SOURCE: Local 1/2 cent Sales Taxz

8. TOTAL PROJECT COST: $300,000

9. PRIOR UMTA FUNDING: NONE

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

    NEPA STATUS:
    CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

    ___No. ___Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above named projects?

    ___No. ___Yes: SRTP Page Reference _____
    If "yes", how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?

    ___No. ___Yes: SRTP Page Reference _____
    If "yes", have you taken measures to address the impact of these impediments? Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

___No. ___Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

The T-2010 Plan was adopted March 24, 1992. It is the Countywide Transportation Plan in accordance with the provisions of AB 3705. This law calls for an update of the Plan every two years. This update is important to review and modify priorities for input into the update of the Regional Transportation Plan and for setting funding priorities for County projects.

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR FY 93/94
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: SANTA CLARA COUNTY TRANSIT DISTRICT

2. PROJECT NAME: **Almaden Double Tracking**

3. PROJECT DESCRIPTION: Design for double tracking & other upgrades to Almaden leg of Guadalupe Corridor

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $400,000 SOURCE: STP/CMAQ

7. PROPOSED LOCAL MATCH: 20% SOURCE: Local 1/2 cent Sales Tax

8. TOTAL PROJECT COST: $500,000

9. PRIOR UMTA FUNDING: NONE

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

    NEPA STATUS:
    CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

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d. Have you received any formal complaints from the private sector regarding this project?

___No. ___Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

Current operation is restricted to a rail shuttle operation on the single track on the leg between Ohlone and Almaden Station. Upgrading including double tracking will allow for more efficient operation, better coordination of service between the shuttle and regular LRT line, and capability for expanded service frequency.

Construction expected to be funded through future allocation of FTA Fixed Guideway dollars.

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92-93
of MTC's Transit Capital Priorities

1. OPERATOR: SANTA CLARA COUNTY TRANSIT DISTRICT

2. PROJECT NAME: Highway 17 Rail Feasibility Study (Sun Tan Special)

3. PROJECT DESCRIPTION: Phase 1 Feasiblity Study, prepare a preliminary feasiblity study with initial recommendations of possible rail alternatives on the Route 17 Corridor between Santa Clara and Santa Cruz Counties.

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $40,000 SOURCE: STP

7. PROPOSED LOCAL MATCH (25 %): $10,000 SOURCE: Local 1/2 cent Sales Tax

8. TOTAL PROJECT COST: $50,000 (bi-region joint funding proposal described on Page 2)

9. PRIOR UMTA FUNDING: NONE

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

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b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

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(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

State Route 17 between Santa Clara and Santa Cruz Counties is a heavily used and highly congested commute and recreation corridor.

In January 1990, the SCCTD Board approved the re-establishment of the SunTan Special Joint Committee with the Santa Cruz County Board of Supervisors. This proposed Phase 1 feasiblity study in the amount of $100,000 is the first of five in the federal study sequence which would done jointly by AMBAG and MTC with local matching funds from the Santa Cruz County Metropolitan Transit District and SCCTD.

All necessary funding for Phase 1 is in place with the exception of the remaining $40,000 required from the MTC region. The proposed Phase 1 funding is as follows:

MTC Region	$40,000
AMBAG Region	$40,000
SCCTD	$10,000 (in FY 1992 Budget)
SCMTD	$10,000
Total	$100,000

The proposed Phase 1 Feaiblity Study would conduct an inter-regional assessment of the potential for passenger rail service once again between the two counties over the Santa Cruz Mountains. The Study will evaluate and develop initial recommended alternatives for further study of rail transit as a means to improving capacity and traffic conditions on Route 17. Attached is a description of major tasks for completion in Phase 1 prepared by AMBAG as part of its OWP.

Work Element 671: Highway 17 Rail Feasibility Study

Objective:

To conduct an inter-regional assessment of the potential for passenger rail service between Santa Cruz and Santa Clara Counties. The study will evaluate rail transit as a means to improve capacity and traffic conditions on State Highway 17.

Previous and Ongoing Work:

A previous assessment of passenger rail was made in 1973. The information collected at that time is out-of-date and not responsive to the current ridership demand, funding and regulatory climate.

Major Product FY 1991/92 (Phase 1):

- Preliminary feasibility study with initial recommendations of alternatives. The study will determine whether or not a final feasibility study and subsequent alternatives analysis is warranted.

Major Tasks FY 1991/92 (Phase 1):

- Conduct site investigations and interview City and County officials in an effort to identify all possible fixed guideway corridors and their potential alignments.
- Develop a description of the candidate alignments and their general condition. Contract the identification of appropriate technologies for candidate alignments to a consultant experienced in fixed guideway technologies.
- Match potential technologies to promising alignments giving full consideration to potential patronage, costs, environmental and other impacts. Investigate the methods to integrate the guideway operation with the regional transportation system.
- Develop cost estimates for candidate alignments to include the following factors: capital cost, cost saving due to parallel bus service reduction, economic benefits to offset transportation development costs, savings in other planned transportation programs, potential financial contributions from private sources, and financially mitigating effects of related environmental or social benefits.
- Review material collected and generated on candidate alignments and select for further consideration those alternatives which appear feasible.
- Prepare draft and final report summarizing work conducted under Phase 1.

July 21, 1992

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92 - 93
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: AC 5 - Replace Fare Collection System/**Translink**

3. PROJECT DESCRIPTION: Upgrade fare collection system, including data collection, reliability, security, and capability to accept the "Universal Ticket".

4. PROJECT CLASS: (12) Revenue Collection and Processing

5. SRTP PAGE REFERENCE: 161 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 6,000,000 SOURCE: FTA CMAQ

7. PROPOSED LOCAL MATCH (20%) $ 1,500,000 SOURCE: TSM/BRIDGE TOLLS

8. TOTAL PROJECT COST: $ 7,500,000

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 14 Cal. Admin. Code, Section 15301
CEQA STATUS: 23 CFR 771.117 (c)(14)

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. _____ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

This submission is based on our Fare Collection System Replacement Program that we have submitted in previous years. Replacement of our Fare Collection System is essential in order for the District to be able to participate, as programmed, in the Regionally sponsored "Universal Ticket" (Translink) project. This program is available to move forward depending on the progress of the Translink demonstration project by Central Contra Costa County Transit Authority and BART, and the availability of a one piece farebox with ticket validator.

AC Transit is scheduled to be involved in Phase 2 of this project and initially was programmed to use the District's Emeryville, Division 2, buses for the demonstration. However, Phase 2 will now include equipping the full AC Transit bus fleet to accept the "Universal Ticket" rather than the District's Division 2 buses. The project cost is currently scheduled for FY 1992-93 at an estimated cost of $7,500,000.

The District implemented its present electronic registering farebox system in fiscal year 1982-83. AC Transit collects over $30 million in passenger revenue annually, of which approximately 70 percent is collected on board in the form of cash, bills, transfers and tickets. The present system has proved of significant benefit in processing this revenue.

Since then, however, major technological advances have greatly enhanced the reliability and usefulness of electronic fareboxes and the data they collect. These advances include:

- Recording the operator's I.D.,
- Passenger counts by type, location, date and time,
- Route, run and trip information, including date and time,
- Unlimited possibilities for subtotals and combinations of the above,
- Time and date record of when the cash box is removed and for how long,
- Time and date record of cash box being emptied, including location and amount,
- An alarm on farebox indicating the cash box is not in place, or has been tampered with,
- Capability to upgrade fareboxes and system to accept the "Universal Pass", and
- Capability to process increases in cash fare, even if fare is increased to $1.

Given these considerations, the District now plans to replace its present electronic fare collection system. This is now programmed for the FY 1992-93 budget year.

It would be impractical to convert this system on a piecemeal basis. Therefore, it is the intent of the District to replace the entire Electronic Fare Collection system during the course of this project. New farebox equipment would require a different receiving vault and farebox probe than presently used. Our present collection areas at the divisions are not big enough to house both collection systems. Using two different systems would also cause much confusion for both drivers and personnel emptying the fareboxes. Passengers could also be confused by encountering different fareboxes on different buses, with their ticket and cash slots in different places. The reliability of the data collected in such a case would be questionable. The new system would also require new computer hardware and software that might not be compatible with the present hardware and software.

A few buses currently are equipped with upgraded equipment that can accumulate data on a trip-by-trip basis. At the end of each trip, the operator can push a button that causes the farebox to record the data separately for a particular trip, thus permitting more detailed analysis of ridership and fare receipts. Our experience with this new equipment has shown that by utilizing new technology, we can eliminate current difficulties in the reliability of our ridership/farebox data plus better monitor our routes on a daily basis.

Replacement of the present system would also give our fareboxes the capability to accept the "universal ticket". The Metropolitan Transportation Commission (MTC) has been working with regional transit operators for several years to develop a universal ticket good for all operators. The first phase of the regional project is currently being demonstrated by the Bay Area Rapid Transit District (BART) and the Central Contra Costa County Transit Agency (CCCTA). AC Transit is scheduled to be involved in Phase 2 of this project. Phase 2 will include equipping the full AC Transit bus fleet to accept the "Universal Pass". Accomplishment of this project will use new technology that is currently being developed including a one piece farebox with a "universal ticket" validator, and the ability to automatically download data without using a probe.

In addition, the proposed Electronic Fare Collection system will provide a central data base capable of recording different kinds of pass ridership such as the new joint AC/BART pass. This detailed information on ridership and revenues will enable Management to make better informed decisions and facilitate regional distribution of revenues.

Replacement of the Fare Collection System will also include upgrading the District's revenue collection security. This project was developed as a result of findings by the Alameda County Grand Jury and subsequent research done by DeLoitte and Touche. Deloitte and Touche noted in their final report the lack of controls which require equipment enhancement to be corrected.

The Revenue Collection Security portion of the project would include:

- Enhancement and/or replacement of video related equipment at all revenue collection facilities. This will include:
  -Divisional fuel islands;
  -Customer service locations:
    Oakland
    San Francisco;
  -General Office Vault;
  -Enhancement of lighting at Divisional fuel islands near revenue collection equipment.
- Repair and obtain service contract for UPS (Uninterrupted Power Supply) at each division.
- Install "loose revenue" collection receptacles in each division revenue collection area.
- Install spare receiver unit at Division 2.
- Install silent alarms directed to local police department(s) at both customer service locations.

A. Continuation of Prior Commitment

1. This project is not a continuation of a funded multi-year project.

B. Project Merit

1. This project will directly benefit passengers as fare collection will be facilitated, Driver/Passenger confrontation over fare paid should be eliminated by the visual display of the fare paid plus more reliable data on which to base decisions will be collected regarding route-level patronage.

2. This project will directly produce benefits to system productivity, efficiency, safety and security as the new equipment will provide the capability of more accurately collecting specific statistical data on the types and classes of passengers boarding District buses and the time and location of these boardings. This data will be fed into the MIS System to provide significant management information upon which more accurate and timely evaluation and operating decisions can be made. The new accessory equipment (vaults) will eliminate manual functions and increase security.

3. This project does address significant or regional goals or policies. The statistical data noted above will enable us to better determine and address the needs of the elderly and handicapped as well as interoperator transfer points. The implementation of equipment to accept the "Universal Pass" will also address the regional goal of interoperator coordination plus distribution of revenues.

   This project will also address significant or regional goals or policies regarding security of revenue collection facilities and processes. We believe this project should receive a

score of 10 as the project was developed as a result of findings by the Grand Jury and further investigation conducted by DeLoite and Touche. It is important that this project be implemented as soon as possible.

4. This project includes replacement of the fare collection system presently in use thus upgrading of capabilities and reliability of our fare collection equipment, allowing us to more effectively maintain our service.

Date: July 21, 1992
Project: AC5 - Replace Fare Collection System/**Translink**
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 92-93
Initial Clearances Required:

IMPLEMENTATION SCHEDULE:	FY 92-93 Q1 Q2 Q3 Q4	FY 93-94 Q1 Q2 Q3 Q4	FY 94-95 Q1 Q2 Q3 Q4	FY 95-96 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Purch. Com. Approval	XO				
TASK 2: Develop Specs.	XXX				
TASK 3: Board Approval	XXO				
TASK 4: Bid Process	X	XXX			
TASK 5: Delivery		XXXXXXXXXX	XXXXXXXX		
TASK 6: Svc. Preparation		XXXX	XXXXXXXXXXXXXX		
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 92-93	FY 93-94	FY 94-95	FY 95-96	FY
FTA CMAQ		$ 6,000,000			
FTA SEC. 3					
OTHER FED.					
LOCAL FUNDS SOURCE: TSM/ BRIDGE TOLLS		1,500,000			
TOTAL FUNDS		7,500,000			

METROPOLITAN TRANSPORTATION COMMISSION
1993 FEDERAL TIP
(Fill out one form for each project)

DATE: June 3, 1993
PREPARED BY: Kevin S. Daughton
AGENCY: City of Fairfield
PHONE: (707) 428-7590

PROJECT SPONSOR

Sponsoring Agency: City of Fairfield

Implementing Agency: City of Fairfield

Operating Agency: City of Fairfield

PROJECT LOCATION

COUNTY-ROUTE: Interstate Route 80

STATE HIGHWAYS: Post Mile Back: 13.49 Post Mile Ahead: 17.92

CALTRANS PPNO._____ EA: _____

ARTERIALS: Length of project (in miles) NA

Signals: No

LOCATION: Describe briefly and attach a vicinity map and a project location map labeled with county/route/project limits.

The project is referred to as the Fairfield Regional Transportation Center and consists of two separate sites. The first site is located at the junction of I-80 and Rockville Road, and the second at the junction of I-80 and Red Top Road (map attached). Both locations are on the north side (a.m. peak) of I-80.

Site #1 will replace and expand an existing change of mode facility located at West Texas and Beck Avenues (opposite side of freeway from proposed site). Existing site is at capacity (200 parking spaces), has limited access for buses (no turnouts or bus bays), no passenger waiting amenities such as shelters or benches and does not connect to any bike trail. The new site will more than triple parking capacity, emphasize bus access as a priority, provide excellent sheltered waiting areas, benches, information displays, bathrooms and other amenities.

Both sites will incorporate the requirements of the ADA including hearing and site impaired communication equipment, tactile strips, information displays in braille, wheelchair ramps at all pedestrian

access points, handicapped accessible bathrooms, etc. In addition, security will be emphasized through on-site parking attendants and video surveillance cameras.

Both sites connect with one or more pedestrian/bike trails. Site #1 is connected to a bike trail which parallels State Route 12 and I-80. Site #1 connects with the "Linear Park" trail system which parallels I-80, and connects Solano College and central Fairfield. The Linear Park trail forms the spine of an extensive network of trails throughout Fairfield and Suisun City.

Site #1 Description: The Rockville Road site is located at the "funneling" point of all westbound morning commute traffic generated from northern Solano County (Fairfield, Suisun City, Vacaville and Dixon). Development will include the purchase of land, installation of approximately 750 parking spaces, a covered passenger waiting area, four to five bus bays, "kiss and ride" area, several bike lockers, parking for van and bus pool vehicles, an information office for passenger assistance, and a transit/commute store for the selling of passes, tickets and other fare instruments for local and regional transit providers. In addition, the site will be the office of the Solano Commuter Information service. Parking will be controlled by an on-site attendant which will also provide security. In addition, security surveillance cameras will be installed to reduce the amount of theft, vandalism and robberies.

Site #2 Description: The Red Top Road site is at the junction of three major highways; Interstate 80 and 680, and State Route 12. Development will include the purchase of approximately five acres of vacant land, installation of 500 parking spaces, a covered passenger waiting area for change of mode operations, three to four bus bays, "kiss and ride" area, and several bike lockers.

Counties/Cities affected/traversed: Both project locations are in Fairfield.

Project begins at (nearest interchange or cross street):
Project locations are as described above.

Ends at (nearest interchange or cross street):
Project locations are as described above.

DESCRIBE CURRENT FACILITY: Attach cross section diagram, lane diagram and/or ramp configuration, labeled with county/route/project.

Number of lanes (mixed flow/HOV/turning/total):	NA
Width of Shoulders:	NA
Presence of a median:	NA
Parking allowed:	Parking will be allowed at both sites for short and long term use.

Type of facility: Freeway/expressway/arterial (circle one)

CURRENT CONDITIONS (will be confirmed with Caltrans data on state highways)

AVERAGE DAILY TRAFFIC (most recent data available, in 1000's, both directions): 149

Year data collected:	1990
Truck ADT or % trucks, if available:	12,963/8.7%
% of traffic in the peak:	13,200/8.86%
Source of data:	1990 Caltrans Auto and Truck Traffic Volume Books.

LEVEL OF SERVICE: NA

Direction:	
Time of day:	
Duration of peak:	
LOS during the peak	
Methods of LOS calculation:	

Current average vehicle occupancy rate during the peak hour (if available):	1.13
Source of data:	MTC Model

TOTAL NUMBER OF ACCIDENTS IN THE LAST THREE YEARS: If available, data should be shown per million vehicle miles traveled. If not available, indicate number of accidents and time period.

NUMBER OF FATALITIES (over 3 years):
If concerned, total fatalities over 6 years:

PROPOSED PROJECT:

BRIEF DESCRIPTION: Attach schematic drawing of improvements. If interchange, show ramp diagram. If widening, show typical cross section and lane diagram.

Designs for the Regional Transportation Center are not developed at this time.

Number of lanes after improvement (mixed flow/HOV/total):	NA
Addition of Shoulders:	NA
Addition of medians:	NA

Addition or removal of parking: Site #1 will have approximately 750 spaces and Site #2 500 spaces, in addition to the van and bus pool parking.

Type of facility: Freeway/expressway/arterial (circle one)

PROJECT JUSTIFICATION (Attach additional pages if necessary): Discuss the impact this project will have on reducing the duration and extent of recurrent or incident-related congestion, relationship to improving the efficiency of the Metropolitan Transportation System (MTS), the effect on truck traffic or other freight movement, and how many additional person-trips will be accommodated.

Because this project will remove vehicles from the network its impact will be significant to the travel times of truck movements. The I-80/I-680 and State Route 12 interchange is an important truck connector.

TIME NEEDED FOR DELIVERY/IMPLEMENTATION SCHEDULE:

Results from PYPSCAN, if available for state highways. Indicate the duration of each task by using a bar. Key milestones should be highlighted.

IMPLEMENTATION SCHEDULE	FY 91/92	FY 92/93	FY 93/94	FY 94/95
TASK 1: Environmental including Preliminary Engineering		→		
TASK 2: Plans, Specifications, & Estimates		→		
TASK 3: Right-of-way acquisition		→	→	
TASK 4: Advertisement Bid/Award		→		
TASK 5: Construction			→	→

PROJECT STUDY REPORT STATUS (for state highway projects ONLY): Attach a copy (if MTC does not already have).

Approval date: NA

PSR prepared by: NA

STATUS OF ENVIRONMENTAL DOCUMENTATION:

Level of Documentation:
(X) EIR/EIS
( ) Negative Declaration
( ) Categorical Exemption

Document Preparer: City of Fairfield

Approval date by FHWA: Unknown at this time.

Outstanding environmental issues: Draft EIR will identify, and evaluate impact and identify mitigation measures if any are required.

Air Quality analysis status: An air quality analysis has not been completed yet.

TSM/TCM COMPONENTS:

Does the project include HOV lanes?
No.

Can transit be accommodated within this project? If so, how?

The primary function of the project is as a change of mode facility. As such, both local and regional transit services using I-80, I-680 and State Highway 12 will converge at these locations to board, alight and transfer all passenger types between modes. Significant emphasis will be placed upon accommodating quick "ins and outs" for full size transit coaches operated by public and private operators.

Will this project tie-in with existing or proposed TSM measures? If so, how?

The project, by definition, is a TSM. It coordinates all modes and shall act to consolidate the number of total person and vehicle trips on the highway system. This will result in lower vehicle volumes, increase capacity of the highway network and reduce the level of congestion.

Does the project include ramp metering features? NA

Does the ramp configuration include HOV bypasses? NA

Does the affected jurisdiction support ramp metering? NA

Does the project coordinate already existing signals? NA

Does the project improve traffic flow?

Traffic flow is improved through a reduction in the number of single automobile and person trips now on the network.

SYSTEM RELATIONSHIP:
Is the project on the Metropolitan Transportation System (MTS) as defined in MTC's Regional Transportation Plan?

Yes. The project is on I-80, I-680 and State Route 12.

Will this project result in gap closure?

NA

SIGNIFICANT SOCIAL/LAND USE IMPACTS: Discuss connection of job centers to residential areas, promotion of new development in a currently undeveloped area, benefits to already developed areas, impacts on open space, agricultural lands, or wetlands, Bay Conservation and Development Commission (BCDC) review (if applicable) and the displacement of homes or businesses. Detailed analysis is not necessary, but any major issues should be mentioned.

Both sites are located in or adjacent to employment and/or residential areas and will provide convenient access. Site #1 will include the purchase of open space as a buffer to existing agricultural land uses. The buffer will act to prevent future urban development of adjacent agricultural areas. In addition, a seasonal creek forms the eastern boundary of Site #1. The project concept includes enhancements to the riparian zone including improved public access. Improvements to an existing undeveloped pedestrian/bike trail are also proposed.

PUBLIC SUPPORT/CONTROVERSY FOR THE PROJECT, if significant:
Has public notice been given of the intention to pursue this project?

Given the stage of development, at this time public support for the project cannot be quantified. However, the project concept and site locations have been made public and explained via local media (Daily Republic, Vacaville Reporter and KUIC radio) and public meetings (Fairfield City Council).

RELATIONSHIP TO THE CONGESTION MANAGEMENT PROGRAM (CMP):
Is the project included in the CMP Capital Improvement Program?

Yes.

Will LOS or transit standards on the CMP network be improved as a result of this project?

Transit LOS standards will be improved due to better access to transfer facilities and easier transfers between modes. Moving existing intercity bus transfer points off the local street system and to the highway locations, will reduce travel time for intercity (highway) travellers. The cities of Fairfield, Vacaville and Vallejo all operate extensive local and regional transit service either directly or in concert. BARTLink is operated by Vallejo Transit and operates between Fairfield and El Cerrito Del Norte BART, and is funded by Vallejo, Fairfield and Solano County. CITYLINK is operated by Fairfield/Suisun Transit and operates between Fairfield and Davis, and is funded by Fairfield, Vacaville, Dixon and Solano County.

Each of these systems plus the local fixed and paratransit services would serve the project. Other more regional carriers such as Greyhound, Grayline, Travis/Solano Airporter, and other private operators would also service the facility.

CONSISTENCY WITH THE GENERAL PLAN OF THE COUNTY AND/OR CITY or the COUNTY-WIDE TRANSPORTATION PLAN (if applicable):

Site #2 is consistent with the existing general land use and countywide transportation plans. An amendment to the general plan may be required for Site #1.

WILL ADJACENT COUNTIES AND/OR CITIES BE IMPACTED? If so, how? Have they been consulted regarding this project?
Positive impacts will accrue to adjacent counties and cities. Benefit will primarily come from a reduction in the number of vehicle trips on the transportation network. Both sites will "capture" passenger and vehicle trips before they load onto the network. This is especially critical during peak periods when much of the total traffic is exiting/entering the county via the Carquinez and Benicia/Martinez bridges.

SPECIAL CONDITIONS (if any):

PROJECT COSTS AND FINANCING: (Use of Department of Finance Escalation rates is required.)

ESTIMATED TOTAL COST:	IN 1992$$	IN ESC $$
Preliminary Engineering	$ 988,550	$ 1,163,000
Right of Way	$1,487,500	$ 1,750,000
Construction Engineering	$ 212,500	$ 250,000
Construction	$7,196,950	$ 8,467,000
TOTAL	$9,885,500	$11,630,000

Source of cost estimate: Fairfield/Suisun Transit staff.

Date of cost estimate: March 1992

Year that funds are escalated to: 1995

Does the cost estimate include Traffic Operations System (TOS) hardware? NA

Does the cost estimate include all necessary mitigations, including soundwalls, mitigation during construction (if a major project), and ramp metering? Yes. All project costs are included.

FUNDING SOURCES:

Attach City Council/Board of Supervisors Resolution for local sources. If Sales Tax funds are involved, cite most recent Strategic Plan to demonstrate funding commitment.

ESTIMATED TOTAL COST:	**IN 1992$$**	**IN ESC $$**
CITY	$1,640,500	$ 1,930,000
COUNTY	$ -0-	$ -0-
SALES TAX	$ -0-	$ -0-
PRIVATE (Non-public)	$ -0-	$ -0-
VALUE OF DONATED LAND	$ -0-	$ -0-
OTHER Federal (ISTEA)	$7,700,000	$ 7,700,000
TOTAL STP/CMAQ REQUESTED	**$2,000,000**	**$ 2,000,000**
PROJECT TOTAL		**$ 11,630,000**

Have you applied for, or do you intend to apply for any other state funds for this project (e.g TSM, State/Local Partnership Program)?

At this time we do not anticipate applying for any other state funds.

If so, what is the status of that application?

($000'0)	FY 91/92	FY 92/93	FY 93/94	FY 94/95	TOTAL
SURFACE TRANSPORTATION					
PE		200	350	-0-	550
ROW		800	400	-0-	1,200
CON		-0-	250	-0-	250
CONGESTION MITIGATION/AIR QUALITY					
PE					
ROW					
CON					
LOCAL FUNDS (Source: TDA, STA & Redevelopment)					
PE		200	213	-0-	413
ROW		-0-	600	-0-	600
CON		-0-	300	617	917
OTHER (ISTEA)					
PE		-0-	-0-	-0-	-0-
ROW		-0-	-0-	-0-	-0-
CON		-0-	2,500	5,200	7,700
Total	-0-	1,200	4,613	5,817	11,630

SITE #1
ROCKVILLE AND OLIVER ROADS
FAIRFIELD

SITE #2
I-80 AND RED TOP ROAD
CORDELIA
Cordelia

SITE #1
ROCKVILLE AND OLIVER ROADS
FAIRFIELD

SITE #2
I-80 AND RED TOP ROAD
CORDELIA
Cordelia
SCALE

102D CONGRESS
1st Session

HOUSE OF REPRESENTATIVES

REPORT
102–404

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991

CONFERENCE REPORT

TO ACCOMPANY

H.R. 2950

November 27 (legislative day, NOVEMBER 26), 1991.—Ordered to be printed

dures and requirements limit the State to the construction of projects with the aid of Federal funds previously allocated to it; the Secretary, upon the approval of the application of a State, shall pay to the State the Federal share of the cost of construction of the project when additional funds are allocated for such project under this section.

(g) APPLICABILITY OF TITLE 23.—Funds authorized by this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code, except that the Federal share of the cost of any project under this section shall be determined in accordance with this section and such funds shall remain available until expended. Funds authorized by this section shall not be subject to any obligation limitation.

SEC. 1104. CONGESTION RELIEF PROJECTS.

(a) PURPOSE.—The purpose of this section is to improve methods of congestion relief.

(b) AUTHORIZATION OF PROJECTS.—The Secretary is authorized to carry out the congestion relief projects described in this subsection. Subject to subsection (c), there is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) for fiscal years 1992 through 1997 to carry out each such project the amount listed for each such project:

	City/State	Congestion relief	Amount in millions
1.	Long Beach, California	Construction of HOV Lanes on I-710	7.4
2.	Philadelphia, Pennsylvania	Project to Construct Bridge-Pratt Terminal as part of an I-95 reconstruction mitigation project	34.5
3.	Davidson-Williamson County, Tennessee	Study and construction of the Davidson-Williamson Bike Path	1.0
4.	East St. Louis, Illinois to St. Louis, Missouri	To conduct a study to determine the feasibility of a bridge between East St. Louis, Illinois and St. Louis, Missouri	1.4
5.	St. Louis, Missouri	Relocation of Lindbergh Boulevard and Interstate 70 at St. Louis Lambert Airport	14.8
6.	District of Columbia	Primary Intermodal System, Washington, D.C.	6.8
7.	Buffalo, New York	Construction of Peace Bridge truck inspection facility	19.5
8.	Nashua, New Hampshire	Nashua River Bridge, Nashua, New Hampshire—Construction of second bridge	1.2
9.	Las Vegas, Nevada	Reconstruct and upgrade I-15/U.S. 95 (Spaghetti Bowl)	45.0
10	San Diego, California	Construct 1 block of Cut and Cover Tunnel on Rt. 15 in downtown San Diego, California	3.0
11.	Los Angeles, California	To extend I-110 North from its current terminus at I-10 into downtown Los Angeles via Central City West Area in Los Angeles, California	10.1
12.	North Dakota	Design and construct 7.5 mile bypass around Lincoln State Park	1.1
13	Babylon, New York	Construct turning lanes, sign upgrades, traffic signal interconnections and road repair and resurfacing	2.1
14	Dixon, California	To improve 3 grade crossings in Dixon, California	1.8
15.	Fairfield, California	To construct 3 park & ride facilities, an information center and transfer hub for I-80 express and local bus service	7.7
16	St. Louis, Missouri	Feasibility study for interchange improvements for I-255 at Rt. 231, St. Louis, Missouri	0.1

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR FY 93/94
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: SANTA CLARA COUNTY TRANSIT DISTRICT

2. PROJECT NAME: **Vasona Corridor Park and Ride Lot**

3. PROJECT DESCRIPTION: Purchase property and construct an interim 165 space park and ride lot at Vasona Junction

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $4,000,000 SOURCE: STP/CMAQ

7. PROPOSED LOCAL MATCH: 20% SOURCE: Local 1/2 cent Sales Tax

8. TOTAL PROJECT COST: $5,000,000

9. PRIOR UMTA FUNDING: NONE

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS: Approved FEIR

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

___No. ___Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above named projects?

___No. ___Yes: SRTP Page Reference _____
If "yes", how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?

___No. ___Yes: SRTP Page Reference _____
If "yes", have you taken measures to address the impact of these impediments? Reference _____

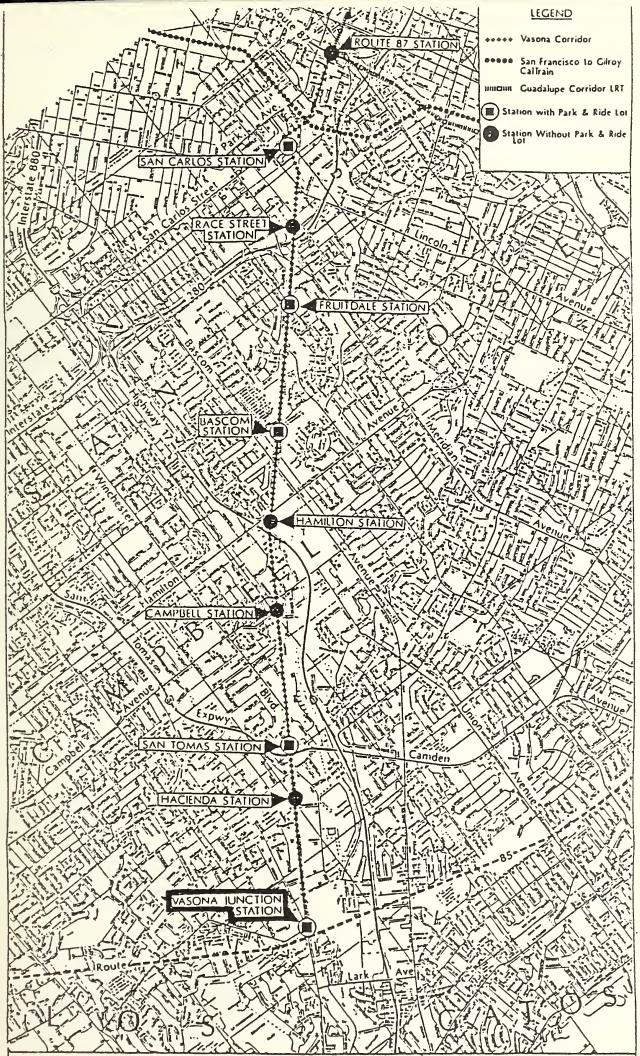
d. Have you received any formal complaints from the private sector regarding this project?

___No. ___Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

When new route 85 opens in 1994, the Transit District will be shifting several Express Bus lines to operate on Route 85. This will preclude the use of current park and ride lots. This program will develop a new interim facility at the intersection of Highway 85 and Winchester (Vasona Junction) to replace the lost lots. Permanent development of the park and ride lot at this location would be constructed by the future Vasona Rail Project.

The Vasona/Highway 17 Corridor Project requires protection of land for right-of-way and station areas. Rapid development in the corridor may preclude further development of the project unless these properties are reserved at an early date. Already one station location has been developed and is no longer available. A Final Environmental Impact Report (FEIR) is complete and a Light Rail alternative has been selected. This estimate is based on FEIR estimates and includes an engineering and administration cost contingency.



ALTERNATIVE 4A ALIGNMENT

1" = ± 2000'

FIGURE 9

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 1992/93
of MTC's Transit Capital Priorities

1. OPERATOR: GGBHTD

2. PROJECT NAME: San Rafael Transit Center Park and Ride Lot

3. PROJECT DESCRIPTION: Construct a park and ride lot on publically owned land near the San Rafael Transit Center.

4. PROJECT CLASS: Passenger Parking Facilities

5. SRTP PAGE REFERENCE: page 76 TIP PAGE REFERENCE: none

6. PROPOSED FEDERAL FUNDING: $400,000 SOURCE: STP/CMAQ

7. PROPOSED LOCAL MATCH (20%): $100,000 SOURCE: STA,OP, Other Local and State

8. TOTAL PROJECT COST: $500,000

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: (NR)

NEPA STATUS: 23 cfr 771.115(b)
CEQA STATUS: 14 Cal.Admin.Code, Section 15302 class II

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

____ No. ___X_ Yes: SRTP Page Reference _pp.31-33___

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

The District, City of San Rafael, and Marin County recently completed work on a new multi-agency bus facility in downtown San Rafael designed to promote transfers between Golden Gate Transit local and regional buses, the regional transit services of Greyhound, local paratransit services of Whistlestop Wheels, airporter buses and taxis. The San Rafael Transit Center is the focal point of public transit service in Central Marin County.

This project would construct about 450 park and ride spaces on about 3 acres of publically controlled land south of Second Street in close proximity to the Center.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
Date: June 1, 1992

Project: SRTC Park and Ride Lot
Operator: GGBHTD

Initial Clearances Required: none

IMPLEMENTATION SCHEDULE:	FY 92 Q1 Q2 Q3 Q4	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4
TASK 1:Grant Approval	O			
TASK 2:Design	*	*		
TASK 3:Bid Specs		* *		
TASK 4:Bid & Award		* O		
TASK 5: Construct			* *	

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 93	FY 94	FY 95	FY 96
UMTA SEC. 9				
UMTA SEC. 3				
OTHER FED.		$400,000		
STATE TP&D				
ARTICLE XIX				
RAIL BONDS				
PCL BONDS				
OTHER STATE				
LOCAL FUNDS		$100,000		
SOURCE: STA				
OP				
TOTAL FUNDS		$500,000		

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR FY 92/93
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: SANTA CLARA COUNTY TRANSIT DISTRICT

2. PROJECT NAME: **Transit Center Program**

3. PROJECT DESCRIPTION: The proposed project would construct a multi-modal transit center at the CalTrain Station in the City of Santa Clara

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $560,000 SOURCE: STP/CMAQ

7. PROPOSED LOCAL MATCH: 20% SOURCE: Local 1/2 cent Sales Tax

8. TOTAL PROJECT COST: $700,000

9. PRIOR UMTA FUNDING: NONE

10. ENVIRONMENTAL DOCUMENT AND STATUS:

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

___No. ___Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above named projects?

___No. ___Yes: SRTP Page Reference _____
If "yes", how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?

___No. ___Yes: SRTP Page Reference _____
If "yes", have you taken measures to address the impact of these impediments? Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

___No. ___Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

The Santa Clara CalTrain Station is a multi-modal transit cacility with limited improvements. The facility will require extensive capital improvements to accommodate the planned service by 10 (2 express and 8 local) bus routes and the estimated daily activity of 2,000 passengers.

Presently, the station facilitates four local bus routes on site. with the planned expansion of the CalTrain service and refocusing of the bus transer connections from the congested downtown, and the Santa clara CalTrain Transit Center is envisioned to become the main future transportation center in the City of Santa Clara.

The new facility will be provided with sawtooth bus bays, lighted and covered waiting areas, passenger amenities and landscaping improvements. The proposed project will improve the station's bus capacity amd operations; facilitate more convenient passenger transfers; and provide more functionally superior and comfortable facility.

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY93
of MTC's Transit Capital Priorities

1. OPERATOR: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2. PROJECT NAME: HAYWARD STATION TRANSIT CENTER (HAYWARD.PJW)

3. PROJECT DESCRIPTION: Develop a permanent intermodal transit center for improved bus operations, safety and patron comfort and convenience.

4. PROJECT CLASS: 21 (Transit Center)

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 913,600 SOURCE: STP or CMAQ

7. PROPOSED LOCAL MATCH: $ 228,400 SOURCE: Bridge Tolls

8. TOTAL PROJECT COST: $ 1,142,000

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: Cat. Exclusion: 23 CFR 771.117 (c)(18)
CEQA STATUS: Cat. Exempt: 15301 Existing Facilities Class I

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No _____ Yes

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No _____ Yes* *(will be competitively bid)*

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No _____ Yes

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No _____ Yes

12. ADDITIONAL PLANNING JUSTIFICATION:

The existing station access facilities at Hayward Station are inadequate to comfortably support current levels of service and patronage, and will be a major limitation on future growth in use of the station. BART will soon begin construction of a patron parking garage to accommodate growth in this mode of station access, but bus handling facilities are inadequate and no funding is currently available to correct that situation.

The Hayward BART station is a major intermodal transfer center that is served by 15 AC Transit routes, 1 BART Express route, and 1 SamTrans transbay bus route. AC Transit and BART have implemented a successful timed-transfer program at this station, however, further progress has been stymied by the wholly inadequate facilities. Circulation is extremely congested, unsafe, and confusing. Bus patrons must walk long distances to transfer from bus to bus or from bus to BART, since buses must park linearly along the station access roads rather than being concentrated together.

This project would separate bus and auto access to improve general circulation, as well as improved street circulation in the vicinity of the station. In addition, kiss/ride and bus bays would be separated, improving flow for both modes. A sawtooth design for bus bays will provide independent berthing for all buses. Covered wait and walk areas would be provided at the bus access points along with high-level lighting and improved signage and transit information. Additional elements added to achieve compliance with ADA regulations include accessible station circulation routes, text telephones, and public address systems for the hearing disabled.

The Negative Declaration approved for this project in August 1990 determined that it would result in increased Bus-to-BART transfers which, in turn, would generally improve regional mobility. It should also be noted that street traffic in the vicinity of the station operates at LOS D and F during peak hours.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: April 17, 1992

Project: Hayward Station Transit Center
Operator: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

IMPLEMENTATION SCHEDULE:	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
Design	==			
Bid/Award	=====			
Construction	=====	====		

EXPENDITURE PLAN (000$):	FY 94	FY 95	FY	FY
STP or CMAQ	731	182		
BRIDGE TOLLS	183	46		
TOTAL FUNDS	914	228		

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR FY 93/94
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: CALTRAIN JOINT POWERS BOARD

2. PROJECT NAME: Locomotive

3. PROJECT DESCRIPTION: Acquire 3 new push-pull locomotives for the CalTrain Peninusla Service

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $6,637,500 SOURCE: CMAQ

7. PROPOSED LOCAL MATCH: (20%) $862,500 SOURCE: Prop. 116

8. TOTAL PROJECT COST: $7,500,000

9. PRIOR UMTA FUNDING: NONE

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

___No. ___Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above named projects?

___No. ___Yes: SRTP Page Reference _____
If "yes", how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?

___No. ___Yes: SRTP Page Reference _____
If "yes", have you taken measures to address the impact of these impediments? Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

___No. ___Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

Additional locomotives are needed to implement service level commitment of 66 trains/day, including 8 trains to Gilroy.

July 21, 1992

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92 - 93
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: Transit Centers Development

3. PROJECT DESCRIPTION: Transit Center Improvements-
El Cerrito Plaza BART

4. PROJECT CLASS: (6) Passenger Stations

5. SRTP PAGE REFERENCE: 137 - 145 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 268,000 FTA CMAQ

7. PROPOSED LOCAL MATCH:(20%) $ 67,000 TSM/BRIDGE TOLLS

8. TOTAL PROJECT COST: $ 335,000

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: Request to be submitted for approval as CE under 23 CFR 771.117 (d) (10)
CEQA STATUS: Negative Declaration to be Filed

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference Appendix E*

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

Date: July 21, 1992
Project: Transit Center Improvement--El Cerrito Plaza BART
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 1992-93
Clearances Required: Board Approval; City Permits, if Applicable

IMPLEMENTATION SCHEDULE:	FY 1993-94 Q1 Q2 Q3 Q4	FY 1994-95 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Environmental	XXXXXX				
TASK 2:Prelim. Engineering	XXXXXX				
TASK 3: Final Design		XXXXX			
TASK 4: Construction		XXXXXXX			
TASK 5:					
TASK 6:					
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 1993-94	FY 1994-95	FY	FY	FY
FTA SEC. 9					
FTA SEC. 3					
OTHER FED	268,000				
LOCAL FUNDS SOURCE: TSM/ BRIDGE TOLLS	67,000				
TOTAL FUNDS	335,000				

July 21, 1992

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92 - 93
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: Transit Centers Development

3. PROJECT DESCRIPTION: Transit Center Improvements-
Eastmont
Newpark Mall

4. PROJECT CLASS: (6) Passenger Stations

5. SRTP PAGE REFERENCE: 137 - 145 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 1,706,400 FTA CMAQ

7. PROPOSED LOCAL MATCH: (25%) $ 568,800 TSM/Bridge Tolls

8. TOTAL PROJECT COST: $ 2,275,200

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: Request to be submitted for approval as CE under 23 CFR 771.117 (d) (10)
CEQA STATUS: Negative Declaration to be Filed

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference Appendix E*

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

Date: July 21, 1992
Project: Transit Center Improvement--Eastmont Mall
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 92-93
Clearances Required: Board Approval; City Permits, if Applicable

IMPLEMENTATION SCHEDULE:	FY 1992-93 Q1 Q2 Q3 Q4	FY 1993-94 Q1 Q2 Q3 Q4	FY 1994-95 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Environmental	XXXXXX				
TASK 2:Prelim. Engineering	XXX	XX			
TASK 3:Final Design		XXXXX			
TASK 4: Construction		XXXXX	XXXXXX		
TASK 5:					
TASK 6:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 1992-93	FY 1993-94	FY 1994-95	FY	FY
FTA SEC. 9					
FTA SEC. 3					
OTHER FED		1,050,000			
LOCAL FUNDS SOURCE: TSM/ BRIDGE TOLLS		350,000			
TOTAL FUNDS		1,400,000			

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: July 21, 1992
Project: Transit Center Improvement--Newpark Mall
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 92-93
Clearances Required: Board Approval; City Permits, if Applicable

IMPLEMENTATION SCHEDULE:	FY 1992-93 Q1 Q2 Q3 Q4	FY 1993-94 Q1 Q2 Q3 Q4	FY 1994-95 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1:Site Acquisition	XXXXX				
TASK 2: Environmental	XXX	XX			
TASK 3:Prelim. Engineering		XXXXX			
TASK 4:Final Design		XXXX			
TASK 5: Construction		XXXXX	XXXXXX		
TASK 6:					
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 1992-93	FY 1993-94	FY 1994-95	FY	FY
FTA SEC. 9					
FTA SEC. 3					
OTHER FED		656,400			
LOCAL FUNDS SOURCE: TSM/ BRIDGE TOLLS		218,800			
TOTAL FUNDS		875,200			

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed?
Reference _____)

12. PLANNING JUSTIFICATION:

Private Sector

*The Private Sector will be invited to comment on the above projects at a public hearing held each year in conjunction with other regional transit operators and coordinated by the Metropolitan Transportation Commission. This public hearing is not referenced in our SRTP. Notification of this hearing is via newspaper ads and through a mailing to private sector providers.

The AC Transit Comprehensive Service Plan (CSP) converts the primarily radial system into a multi-destinational route network. If AC Transit is to increase transit usage and improve its productivity, it is essential that it reflect the multi-destinational nature of today's travel demand.

Since it is impossible to run direct service from everywhere to everywhere else, an effective multi-destinational network must rely on making transferring convenient. In a system based on timed transfers, a passenger can reach efficient route network with minimal overlap.

To make transferring fast and convenient, the District must be able to bring many buses together at certain key points. These needs require the development of transit centers. A transit center is a facility designed to:

- o allow several buses from different routes to be present at once, so that patrons can transfer without waiting.
- o allow buses to arrive and depart independently (without blocking one another).
- o Provide a safe, pleasant and convenient environment for transferring between buses.
- o Provide other amenities for passengers and drivers.

Besides facilitating bus-to-bus transfers, the transit centers may also accommodate bus-to-rail and auto-to-bus-to-rail transfers. Transit centers are strategically located where several routes naturally converge resulting in high transfer activity. These centers will often be near major activity centers generating a significant number of walk-in passengers. Also, most BART stations in the AC Transit service area will be transit centers to facilitate both regional and local travel.

(REVISED: July 21, 1992)

In urban areas, such as Oakland and Berkeley, the convenience of transferring is largely ensured by the high frequency of most of the routes. Even though a transit center is not the primary transfer location as it is in the timed transfer network, there are strategic locations where several routes naturally converge creating a high level of transfer activity and necessitating a facility to safely accommodate the buses and provide for a safe and comfortable environment for the passenger.

In suburban areas, however, most service cannot be justified with headways of less than 30 minutes. Here, convenient transfers can be assured only with transit centers. Transit Centers are therefore critical to the success of the Comprehensive Service Plan.

1. General Design Considerations

Most transit centers will be designed with "sawtooth" bays so that buses can pull in and out independently without blocking each other. Each center must have enough bays for all the scheduled buses to be present at once, with some to spare. Locations for cars to pick up and drop off passengers will be isolated from the bus area, to improve the flow of both cars and buses.

2. Locations

Most of the suburban route structure cannot be implemented until there are at least minimal transit center facilities in place, since these sites must accommodate a number of converging buses and allow passengers to transfer safely and conveniently. Tables 1 and 2 list the transit centers according to priority, indicating which should be completed before restructuring.

The District's service area has been divided into four geographical sub-areas for phased implementation of the restructured route network.

The Western Contra Costa sub-area (Table 2, Group 1) includes timed transfer locations at El Cerrito del Norte BART and Contra Costa College and thus are first priority. Improvements to these sites should be complete before restructuring routes. Improvements to the other transit centers which will not have timed transfer locations (Richmond BART, Hilltop Mall Transit Center, El Cerrito Plaza BART) are second priority.

The Oakland-Berkeley-Alameda core area (Table 2, Group 2) includes only one timed transfer location, Montclair transit Center. However, Fruitvale BART and Eastmont Mall Transit Center will also need to be finished before restructuring routes, since they cannot now accommodate the level of bus and transfer activity envisioned. Second priority transit centers to be developed later include West Oakland BART, Coliseum BART, and Southshore Shopping Center.

(REVISED: July 21, 1992)

The Hayward-San Leandro area (Table 2, Group 3) includes five timed transfer locations: San Leandro BART, Bay Fair BART, Hayward BART, Chabot College Transit Center, and South Hayward BART. Improvements at these sites should be complete before restructuring routes, though it is possible that South Hayward BART could function on an interim basis without major physical changes.

Finally, the Fremont-Newark area (Table 2, Group 4) includes timed transfer locations at Union City BART, Fremont BART, and the new Irvington and Newark Transit Centers. (Irvington Transit Center will be the site of the future Irvington BART station.) Improvements at these sites should also be complete before restructuring, though it is possible that Newark Transit Center could function on an interim basis without major physical changes. Newpark Mall will also be a transit center under the plan, but without timed transfers.

3. Schedule and Funding

The following subsections detail the funding and design schedule for the transit centers and specifies the division of responsibility in joint projects with other agencies.

FY 1988-89 SECTION 3 SUBMITTED PROJECTS

The first transit centers planned for construction are El Cerrito del Norte BART and San Leandro BART.

These projects were originally programmed in the FY 1991-92 Section 9 Capital Program. Instead, they were resubmitted (along with Hayward BART Transit Center) for funding under the FY 1988-89 Section 3 Suburban Mobility Program to take a full advantage of this special one-time grant opportunity. Funding has been approved for El Cerrito del Norte BART and San Leandro BART Transit Centers. The Hayward BART Transit Center has been put back into the FY 1991-92 Section 9 Capital Program.

These transit centers are planned for development as joint multi-modal projects under BART application. The conceptual design for these projects was completed by AC Transit. However, BART will be the lead agency and assume complete project management responsibilities, including environmental clearance, engineering, and construction in conjunction with the BART parking expansion projects.

FY 1990-91 SECTION 9 PROGRAMMED PROJECT

The Regional Program of Projects (POP), approved by the Metropolitan Transportation Commission (MTC) on September 26, 1990, was based on expected Federal apportionments. As a result of the actual total apportionments being higher than that expected, the FY 1990-91 Section 9 POP and the annual element of the FY 1991-97 Transit Capital Priorities for the San Francisco/Oakland urban area was revised by

MTC. Due to the increased apportionments, the Contra Costa Transit Center project was made a part of the FY 1990-91 Section 9 POP. The Transit center proposed for Contra Costa College will serve as a key facility in the implementation of the timed transfer network in Western Contra Costa. The transit center will be developed in close coordination with property owners, neighboring communities, and with the Contra Costa Community College District.

FY 1991-92 SECTION 9 PROGRAMMED PROJECTS

Bayfair BART Transit Center, originally programmed in the FY 1991-92 Section 9 Capital Program and reprogrammed for the FY 1992-93 Section 3 Capital Program has now been funded by State Cypress Mitigation Funds received by BART in FY 1992. The Contra Costa College Transit Center was also originally programmed as a FY 1991-92 Section 9 Capital Program but was reprogrammed to the FY 1990-91 Regional Program of Projects submitted to UMTA by MTC in September, 1990.

The noted shifts leave Chabot College Transit Center in the Section 9 Capital Program plus the Hayward BART and Fruitvale Station projects. Conceptual designs have been completed for all sites.

Fruitvale BART Station project is planned for development as a joint multi-modal project for which BART will take the lead, since the project is in conjunction with BART's parking expansion project at the same location. The project would therefore be funded under BART's Section 9 Capital Program. The Hayward BART Station project is also planned for development as a joint multi-modal project and will also be funded under BART's Section 9 Capital Program.

The Chabot College Transit Center, a timed transfer transit center in the vicinity of Chabot College in Hayward, will be developed in close cooperation with the property owner. The conceptual designs are completed for the three sites.

FY 1992-93 PROPOSED PROJECTS

FY 1992-93 projects proposed for the Federal Transportation Administration's (FTA) Surface Transportation Program (STP)/Congestion Mitigation and Air Quality (CMAQ), and Section 9 funding are Montclair, Eastmont Mall, Newpark Mall, Fremont BART, and Richmond BART transit centers. The Bayfair BART transit center was originally programmed for FY 92-93, but BART received Cypress Mitigation Funds in FY 1991-92 for this multi-modal timed transfer center project to help mitigate the loss of the Cypress Freeway structure during the Loma Prieta Earthquake.

The Montclair transit center would serve as a key facility in the implementation of timed transfer network in Oakland area. The transit center will be developed in close coordination with property owners, and neighboring communities.

The Eastmont Mall transit center in Oakland would accommodate the

consolidation of expanded bus and transfer activities at an off-street site affording a safer and more convenient operation. The conceptual plans are completed.

Newpark Mall is a major shopping center located in the fast growing community of Fremont. New residential and industrial developments are appearing on the fringes of Fremont and Newark, creating new transit demand in this area. Improved routes will provide better local circulation, with many passengers transferring at this point.

The Fremont BART Transit Center will be a bus-only area with curbside stops and island platforms. The compact design allows for efficient bus-to-bus and bus-to-train transfers. The facility will accommodate seven Santa Clara County Transit buses, in addition to twelve AC Transit routes. The concept plan removes approximately 100 BART parking stalls. Replacement of these stalls is included as part of the project.

Richmond BART already functions as a transit center, as much of the service in the area radiates from this station. This pattern will continue and expand under the CSP, with extensive service from the station to all parts of Richmond. This station is also a major stop on the Bay Area-Sacramento train service, and will be a stop for the Del Norte BART to San Rafael bus service that will be implemented in the near future.

FY 1993-94 PROPOSED PROJECTS

The FY 1993-94 project proposed for the FTA STP funding is the El Cerrito Plaza BART transit Center.

As a shopping center, El Cerrito Plaza is a major transit destination in Western Contra County. El Cerrito Plaza BART will be one of two transit centers located in El Cerrito. Van routes will emanate from El Cerrito Plaza to serve hill areas of El Cerrito and Kensington. The transit center will also be served by local lines from Berkeley and a major trunk line, the 72-San Pablo Avenue with limited service from Oakland.

FY 1994-95 PROPOSED PROJECTS

The FY 1994-95 proposed projects are South Hayward, and Hilltop Mall transit centers.

South Hayward is one of five timed transfer locations in the Hayward area, and is one of the major activity centers on the east end of the city.

Hilltop Mall is a major regional shopping center and a major transit destination in itself. It will be served by the area's busiest trunk route and several new routes which will serve the growing demand for trips between residential northern and eastern Richmond and employment centers in western Richmond.

(REVISED: July 21, 1992)

AC TRANSIT - TRANSIT CENTERS DEVELOPMENT

FY 1995-96 PROPOSED PROJECTS

The FY 1995-96 proposed projects are Coliseum BART, Union City BART, and Newark Transit Centers.

Coliseum BART is one of the major destinations in the District's core service area of Oakland/Berkeley/Alameda/Albany/Emeryville, as well as the main transfer point for trips to Oakland Airport. The expansion of crosstown service under the CSP will increase the level of service to this station, and increase the passenger transfer activity that occurs there. The station may also be a stop on the proposed Bay Area-Sacramento train service.

The conceptual layout for Union City BART Station places the buses closest to the BART station entrance along the front curb and on three islands. The plan provides a compact bus berth area to minimize bus-to-bus and bus-to-train transfers. Kiss and ride will use the fourth island. The additional bus stalls will remove approximately 120 BART parking spaces, replacement of which is proposed as part of this project.

The Newark Transit Center will serve one of the fastest growing communities in the Bay Area. This will be a timed transfer facility for those routes which are designed to provide better local circulation in the activity centers of Newark and southern Fremont.

FY 1996-97 PROPOSED PROJECTS

The FY 1996-97 proposed projects are West Oakland BART, Southshore, and Yerba Buena Transit Centers.

West Oakland BART will be a key transit center in the District's core service area of Oakland/Berkeley/Alameda/Albany/Emeryville. It is also a station on the Bay Area-Sacramento train service.

Southshore Shopping Center is a major destination in the core service area, and will be served by several major routes from Alameda and Oakland.

Over the years the District has received numerous complaints from patrons regarding the deterioration of the Yerba Buena facility and increased incidents of crime. Yerba Buena is located at 40th and San Pablo Avenues. This is one of AC Transit's major transfer points for connection with transbay lines and other locations. The facility is surrounded by legal gambling casinos and night clubs. Many of our homeless also frequent this area. Patrons, particularly women are frequently approached for money or with lewd conversation. AC Transit owns only a small strip of land (right of way). Security and convenience modifications for this area will be analyzed as a result of the District's Comprehensive Service Plan (CSP) to determine the best way to remedy present conditions.

AC TRANSIT - TRANSIT CENTERS DEVELOPMENT

Several of the possible alternatives are:

1. Improve present site,

2. Expand present site by procuring adjoining parcel and rebuild, or

3. Select an alternative location.

This project has been shifted to FY 1994-95 of the Transit Capital Priorities Program as the District believes it is important to determine the impact the CSP will have on the needs of the Yerba Buena Transfer point.

Rising construction costs and the strong possibility that this project will require the purchase of additional land, either at the present site or at an alternative site, further support this funding request.

FY 1997-98 PROPOSED PROJECTS

The FY 1997-98 proposed project is the Irvington transit Center.

The Irvington Transit Center is scheduled for operation prior to the construction of the proposed BART station. The plan therefore proposes an interim transit center on largely vacant BART-owned land east of Osgood Road, which will eventually be a BART parking lot. The conceptual designs for the proposed projects are complete.

TABLE-1

COMPREHENSIVE SERVICE PLAN
TRANSIT CENTERS

	BART STATIONS	Estimated Number of Bus Bays Required for Each Facility	Priority[1]
1.	Richmond	10	2
2.	El Cerrito/Del Norte	13	1[2]
3.	El Cerrito Plaza	9	2
4.	Oakland West	6	2
5.	Fruitvale	12	1[2]
6.	Coliseum	10	2
7.	San Leandro	12	1
8.	Bayfair	18	1
9.	Hayward	17	1[2]
10.	South Hayward	9	2
11.	Union City	16	1
12.	Fremont	19	1
13.	Irvington	9	1
	OTHER TRANSIT CENTERS		
1.	Hilltop Mall	10	2
2.	Contra Costa College	14	1[2]
3.	Chabot College	12	1
4.	Southshore Shopping Center	4	2
5.	Montclair	11	1[3]
6.	Eastmont Mall	7	1[3]
7.	Newark	8	2
8.	Newpark Mall	7	2

[1] Priority I transit centers are those which should be completed prior to the implementation of restructured service, and will require interim facilities until the permanent facility is built.

[2] Interim facility is built.

[3] Poor on-street stop locations discourage transferring and probably any growth at these sites. New facilities will need to be constructed for optimum operation.

TABLE-2

COMPREHENSIVE SERVICE PLAN
TRANSIT CENTER
GEOGRAPHICAL PROJECT GROUPINGS

	PRIORITY I SITES	PRIORITY II SITES
Group #1	El Cerrito del Norte BART Contra Costa College	Hilltop Mall Richmond BART El Cerrito Plaza BART
Group #2	Fruitvale BART Montclair Eastmont Mall	Oakland West BART Coliseum BART Southshore Shopping Center
Group #3	San Leandro BART Bayfair BART Hayward BART Chabot College	South Hayward BART Station
Group #4	Union City BART Fremont BART Irvington BART	Newark Newpark Mall

(REVISED: July 21, 1992)

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 1992/93
of MTC's Transit Capital Priorities

1. OPERATOR: GGBHTTD

2. PROJECT NAME: Larkspur Ferry Terminal - Landside Access Improvements - Design Phase

3. PROJECT DESCRIPTION: Design improved bus and auto access roadways, improve internal bus circulation and loading areas, and expanded park and ride lot capacity.

4. PROJECT CLASS: Passenger Stations, Passenger Parking Facilities

5. SRTP PAGE REFERENCE: 108,109 TIP PAGE REFERENCE: none

6. PROPOSED FEDERAL FUNDING (80%): $200,000 SOURCE: STP/CMAQ

7. PROPOSED LOCAL MATCH (20%): $50,000 SOURCE: PCL BONDS

8. TOTAL PROJECT COST: $250,000 for design phase

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: EIR/S for future construction phase

NEPA STATUS: 23 CFR 77.115 (4)
CEQA STATUS: 14 Cal.Admin.Code Section 15303

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference pp. 32,33

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these

impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

This project would overcome two barriers to future growth of Larkspur ferry ridership by: (1) improving traffic and pedestrian circulation around and within the ferry terminal, with emphasis on transit preferential treatment; and (2) expanding the park and ride lot at the terminal.

The Larkspur ferry terminal is located near the intersection of the two most heavily used highways in Marin County: U.S. 101 and Sir Francis Drake Blvd. During the afternoon commute hours this intersection operates at LOS E and F. The roadway system linking the ferry terminal with U.S. 101 and Sir Francis Drake Blvd. becomes saturated with cars and shuttle buses leaving the terminal parking lot after the arrival of a ferry. This traffic congestion can add 15 minutes to the 45 minute ferry crossing travel time. Feeder bus service reliability is affected as buses are caught in traffic congestion to and from the terminal. These landside traffic problems reduce the attractiveness of the ferry commute. In FY 1992/93, the City of Larkspur will construct minor modifications to the intersection of East Sir Francis Drake Blvd. and Larkspur Landing Circle which will alleviate existing traffic congestion at the Larkspur Ferry Terminal exit. This intersection capacity improvement is not expected to acommodate future ferry patronage growth.

About 80 percent of ferry riders arrive at the ferry terminal by private vehicles and park and ride. The terminal parking lot was reconstructed in 1989 to make more efficient use of the parking area. At District expense, 255 more parking spaces were created bringing the capacity of the lot to 1143 vehicles. After the October 1989 earthquake, ferry patronage surged. All available parking was utilized. This event illustrated the need to expand the parking area to accomodate additional demand for park and ride facilities.

The District has participated in the development of a Regional Ferry Plan which addresses the improvement of existing ferry services as well as the need for new services. This plan provides additional justification for landside improvements at the Larkspur ferry terminal necessary for the recommnded expansion of Larkspur ferry services.

The District requests funds in FY 1992/93 to design access improvements, coordinating with the City of Larkspur. With the cooperation of the City, and securement of additional funds in FY 1993/94, construction would follow in FY 1995/96.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Larkspur Ferry Terminal - Design Access Improvements
Operator: GGBHTD
Date: January 14, 1992
Initial Clearances Required: EIR/S for construction phase

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4
TASK 1: Design	* *	*		
TASK 2: EIR		* * *		
TASK 3:Permit & Approvals			* * O	
TASK 4:Inter-Agency Agrmts			* * O	
TASK 5: Bid & Award			*	O
TASK 6: Construct				* * * *

EXPENDITURE PLAN (000$):	FY 93	FY 94	FY 95	FY 96
UMTA SEC. 9				
UMTA SEC. 3				
FAU/FAI				
OTHER FED.	$200,000			
STATE TP&D				
ARTICLE XIX				
PROP 108 BOND				
PROP 116 BOND	$50,000			
FCR				
STAT/LCL PART				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL FUNDS				
SPECIFY:				
TOTAL FUNDS	$250,000			

METROPOLITAN TRANSPORTATION COMMISSION
1993 FEDERAL TIP
HIGHWAY/ARTERIAL PROJECT APPLICATION
(Fill out one form for each project)

DATE: May 21, 1992

PREPARED BY: Lynnie Melena, Senior Urban Planner

AGENCY: City of Mountain View
PHONE: (415) 903-6466

PROJECT SPONSOR:

Sponsoring Agency: City of Mountain View

Implementing Agency: CalTrans/Peninsula Commute Service Joint Powers Agency
Operating Agency: Peninsula Commute Service Joint Powers Agency

PROJECT LOCATION:

RAIL CORRIDOR: CalTrain Corridor
COUNTY—ROUTE:
STATE HIGHWAYS: Post Mile Back: _____ Post Mile Ahead: _____
CALTRANS PPNO. _____ EA: _____

ARTERIALS: Length of project (in miles): _____N/A

Signals: Yes/No How many? Coordinated currently? Yes/No

LOCATION: Describe briefly and attach a vicinity map and a project location map labeled with county/route/project limits.

This project is an element in a new CalTrain station. The new station will be located near the interchange of Central Expressway and San Antonio Road in Mountain View. Vehicular access will be via Showers Drive.

Counties/Cities affected/traversed:

The proposed new station is near the border of Mountain View and Palo Alto although it is entirely within Mountain View.

Project begins at (nearest interchange or cross street): N.A.

Ends at (nearest interchange or cross street): N.A.

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

Nothing on this page is applicable to the proposed project.

DESCRIBE CURRENT FACILITY: Attach cross-section diagram, lane diagram and/or ramp configuration, labeled with county/route/project.
Number of lanes (mixed flow/HOV/turning/total):
Width of shoulders:
Presence of a median:
Parking allowed:
Type of facility: freeway/expressway/arterial (circle one)

CURRENT CONDITIONS: (will be confirmed with Caltrans data on State highways)

AVERAGE DAILY TRAFFIC (most recent data available, in thousands, both directions):

Not Applicable for this project

Year data collected:
Truck ADT or % trucks, if available:
% of traffic in the peak:
Source of data:

LEVEL OF SERVICE: **Not Applicable for this project**

Direction:

Time of day:

Duration of peak:

LOS during the peak:

Method of LOS calculation:

Current average vehicle occupancy rate during the peak hour (if available):

Source of data:

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

TOTAL NUMBER OF ACCIDENTS IN THE LAST THREE YEARS: If available, data should be shown per million vehicle miles traveled. If not available, indicate number of accidents and time period. **Not applicable.**

NUMBER OF FATALITIES (over 3 years): **Not applicable.**
If concerned, total fatalities over 6 years:
Source of data:

PROPOSED PROJECT:

BRIEF DESCRIPTION: Attach schematic drawing of improvements. If interchange, show ramp diagram. If widening, show typical cross-section and lane diagram.

The proposed project consists of providing and installing six passenger shelters and up to 20 bicycle lockers at the San Antonio Caltrain Station. The shelters would be placed on the platforms, and the bicycle lockers would be placed either adjacent to the platforms or as near as possible given the constraints of the existing right-of-way.

Caltrans has received federal (Urban Mass Transit Administration) funding and is currently designing the new CalTrain station. This station will replace the existing Castro Station near Rengstorff Avenue 0.8 mile to the east. The federally funded project consists of realigning the existing CalTrain tracks, constructing two new 600-foot platforms and providing for safe pedestrian access. The federal grant does not include money for shelters or for bicycle lockers. However, pads for six future shelters are being designed into the project and locations for bicycle lockers are being studied, should funding become available.

Auto parking is to be provided by a private developer that will be developing a high density residential project consisting of about 720 units on 18 acres of land next to the this train station. This residential development will provide for integration of transit facilities, including Caltrain rail, bus service and the provision of transit user parking within the private development. The City is prepared to provide interim auto parking if the private development does not proceed in a timely manner.

This project for providing passenger shelters and bicycle lockers at the San Antonio Train Station has the support of the Caltrans/Caltrain staff.

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

Number of lanes after improvement (mixed flow/HOV/total): N/A

Addition of shoulders: N/A

Addition of medians: N/A

Addition or removal of parking: N/A

Type of facility: freeway/expressway/arterial (circle one) N/A

PROJECT JUSTIFICATION (attach additional pages if necessary): Discuss the impact this project will have on reducing the duration and extent of recurrent or incident-related congestion, relationship to improving the efficiency of the Metropolitan Transportation System (MTS), the effect on truck traffic or other freight movement, and how many additional person-trips will be accommodated.

CONGESTION REDUCTION: 1985, Caltrans conducted a study, "Evaluation of Station Closure, Creation, Relocation or Development" that led to the decision to close the Castro station (at Rengstorff Avenue) and open a new station at San Antonio Road. The study estimated that "relocating the station, providing parking, and significantly improving peak period service (as is currently planned for CalTrain) would increase ridership by an estimated tenfold over existing conditions" (which was 50 boardings per day at the Castro station in the early 1980s).

By contributing to increased train ridership, the station relocation will help reduce congestion in the Peninsula north/south highway corridors and improve the efficiency of the Metropolitan Transportation System. The new station would have a commuter shed of about 40,000 residents including western Mountain View, southeastern Palo Alto, and Los Altos via direct access on San Antonio Road. In addition, an estimated 20,000 employees would be served, including those at the Hewlett-Packard facility just north across the railroad tracks and Central Expressway, and the San Antonio Shopping Center to the south. The City of Mountain View has approved a high density housing project on the adjacent Old Mill site. This project will also provide the parking for the station.

FREIGHT MOVEMENT: No effect on roadway or rail freight movement.

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

PERSON TRIPS: In 1990, there were about 220 daily boardings at the Castro Station. Assuming that the number of boardings will increase to 500 after station relocation (10 times the 50 in the early 1980s), there will be an additional 280 person-trips, which translates to about 560 additional person-trips.

JUSTIFICATION OF SHELTERS AND BIKE LOCKERS: Shelters are needed to protect passengers from the elements while waiting for trains. They will provide comfort and convenience—which are two elements essential to attracting riders away from autos to rail transit. Without the shelters, the only protection will come from the San Antonio Road overcrossing which is at the western end of the platform. This overcrossing is about 28 feet above grade and is a poor substitute for a shelter. Bicycle lockers are needed for those bicycling to the station. The availability of secure bicycle parking is a recognized incentive to bicycling. The City of Mountain View has constructed a bicycle/pedestrian undercrossing at the new station location to encourage bicycling.

TIME NEEDED FOR DELIVERY/IMPLEMENTATION SCHEDULE:

Results from PYPSCAN, if available for State highways.
Indicate the duration of each task by using a bar. Key milestones should be highlighted.

IMPLEMENTATION SCHEDULE	FY 1991-92	FY 1992-93	FY 1993-94	FY 1994-95
TASK 1: Environmental—Including Preliminary Engineering		June 1992 for station, which would include platform, locker locations.		
TASK 2: Plans, Specifications and Estimates			February 1993	
TASK 3: Right-of-Way Acquisition	Not applicable			
TASK 4: Advertisement/Bid/Award			April 1993	

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

TASK 5: Construction			July 1993	

PROJECT STUDY REPORT STATUS (for State highway projects ONLY):
Attach a copy (if MTC does not already have). **Not Applicable**
Approval date:
PSR prepared by:

STATUS OF ENVIRONMENTAL DOCUMENTATION:

Level of documentation:
( ) EIR/EIS
( ) Negative Declaration
(X) Categorical Exemption **(For station relocation)**

Document preparer: **Caltrans District 4**

Approval date by UMTA: **June 26, 1984**

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

Outstanding environmental issues: None

Air Quality analysis status: N/A

TSM/TCM COMPONENTS: Not applicable to this project.

Does the project include HOV lanes?

Can transit be accommodated within this project? If so, how?

Will this project tie in with existing or proposed TSM measures? If so, how?

Does the project include ramp metering features?

Does the ramp configuration include HOV bypasses?

Does the affected jurisdiction support ramp metering?

Does the project coordinate already existing signals?

Does the project improve traffic flow?

SYSTEM RELATIONSHIP:

Is the project on the Metropolitan Transportation System (MTS) as defined in MTC's Regional Transportation Plan?

Yes. The CalTrain line is a transit corridor on the Metropolitan Transportation System.

Will this project result in gap closure?

Relocation of the CalTrain station to San Antonio Road improves the spacing of stations.

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

SIGNIFICANT SOCIAL/LAND USE IMPACTS: Discuss connection of job centers to residential areas, promotion of new development in a currently undeveloped area, benefits to already developed areas, impacts on open space, agricultural lands or wetlands, Bay Conservation and Development Commission (BCDC) review (if applicable) and the displacement of homes or businesses. Detailed analysis is not necessary, but any major issues should be mentioned.

There are no significant or local land use issues relevant to the shelters or the bicycle lockers. However, the station relocation is closely tied to the redevelopment of the now vacant Old Mill specialty shopping center with up to 720 units of higher density housing.

PUBLIC SUPPORT/CONTROVERSY FOR THE PROJECT, if significant:
Has public notice been given of the intention to pursue this project?

There has been periodic newspaper coverage of the station relocation. In addition, property owners within 300 feet of the Old Mill project have received legal notice of the residential development project, which includes the 200 parking spaces for the station. Bicyclists have periodically urged the City to make sure there is bicycle parking when the station opens. There has been no public notice concerning the shelters. Users probably expect shelters to be provided and will strongly lobby for them when the station opens.

RELATIONSHIP TO THE CONGESTION MANAGEMENT PROGRAM (CMP):
Is the project included in the CMP Capital Improvement Program?

The CalTrain upgrade is in the Congestion Management Program, but the program is not at a level of detail that station shelters and bike lockers would be cited.

Will LOS or transit standards on the CMP network be improved as a result of this project?

The CMP transit standards do not address station facilities.

CONSISTENCY WITH THE GENERAL PLAN OF THE COUNTY AND/OR CITY or the COUNTY-WIDE TRANSPORTATION PLAN (if applicable):

The new San Antonio train station is consistent with the Draft Mountain View General Plan which is currently (May/June 1992) being reviewed by the Mountain View Environmental Planning Commission (Circulation Chapter, Figure 5, p. 63).

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

The shelters would implement Circulation Action 20.a: "Ensure attractive, well-lighted comfortable, and protected waiting areas for bus and train passengers." The bicycle lockers would implement Circulation Action 17.d "Work with appropriate agencies to provide adequate bicycle and pedestrian facilities at train stations."

WILL ADJACENT COUNTIES AND/OR CITIES BE IMPACTED? If so, how? Have they been consulted regarding this project?

The relocation of the train station will have positive impacts on adjacent cities. It will provide more convenient service to south Palo Alto and to northern Los Altos. Palo Alto has participated in planning for the station. Parking for the station, and associated traffic, will be entirely within Mountain View.

SPECIAL CONDITIONS (if any): NONE

PROJECT COSTS AND FINANCING (Use of Department of Finance Escalation Rates is required.) There will be no appreciable engineering costs associated with the shelters, which are a standard CalTrain design, or the bike lockers.

ESTIMATED TOTAL COST:	In 1992 $$	In Esc. $$
Preliminary Engineering	_____	_____
Right-of-Way	_____	_____
Construction Engineering	_____	_____
Construction	$180,000	189,000
TOTAL	$180,000	189,000

Source of cost estimate: Caltrans Rail Management Services estimates six shelters will cost $165,000 ($27,500 each) and 20 bike lockers will cost $15,000 ($750 each)

Date of cost estimate:

Year that funds are escalated to:

Does the cost estimate include Traffic Operations System (TOS) hardware?

Does the cost estimate include all necessary mitigations, including sound walls, mitigation during construction (if a major project) and ramp metering? Not applicable.

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

FUNDING SOURCES:

Attach City Council/Board of Supervisors Resolution for local sources. If Sales Tax funds are involved, cite most recent Strategic Plan to demonstrate funding commitment.

	1992 $$	Esc. $$
City	$ 36,000	37,800
County	$	
Sales Tax	$	
Private (Nonpublic)	$	
Value of Donated Land	$	
Other	$	
TOTAL STP/CMAQ REQUESTED	$ 144,000	151,200

Have you applied for, or do you intend to apply for any other State funds for this project (e.g., TSM, State/Local Partnership Program)?

If so, what is the status of that application?

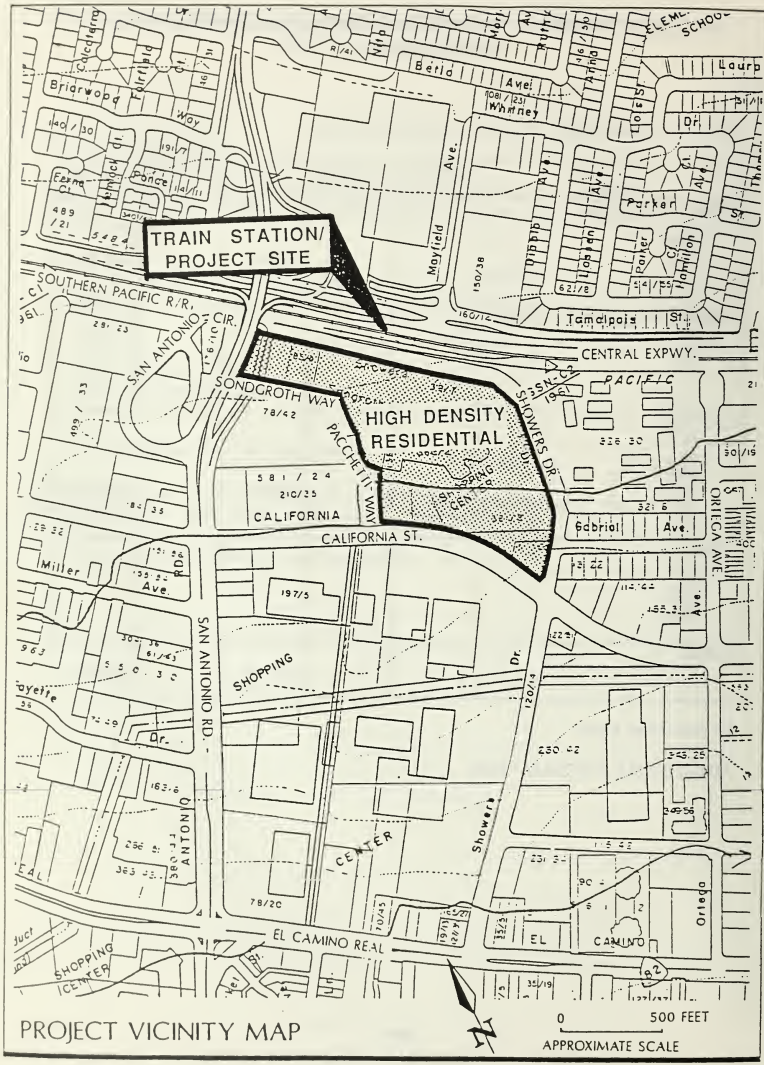
County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

EXPENDITURE PLAN: *USE ESCALATED DOLLARS*

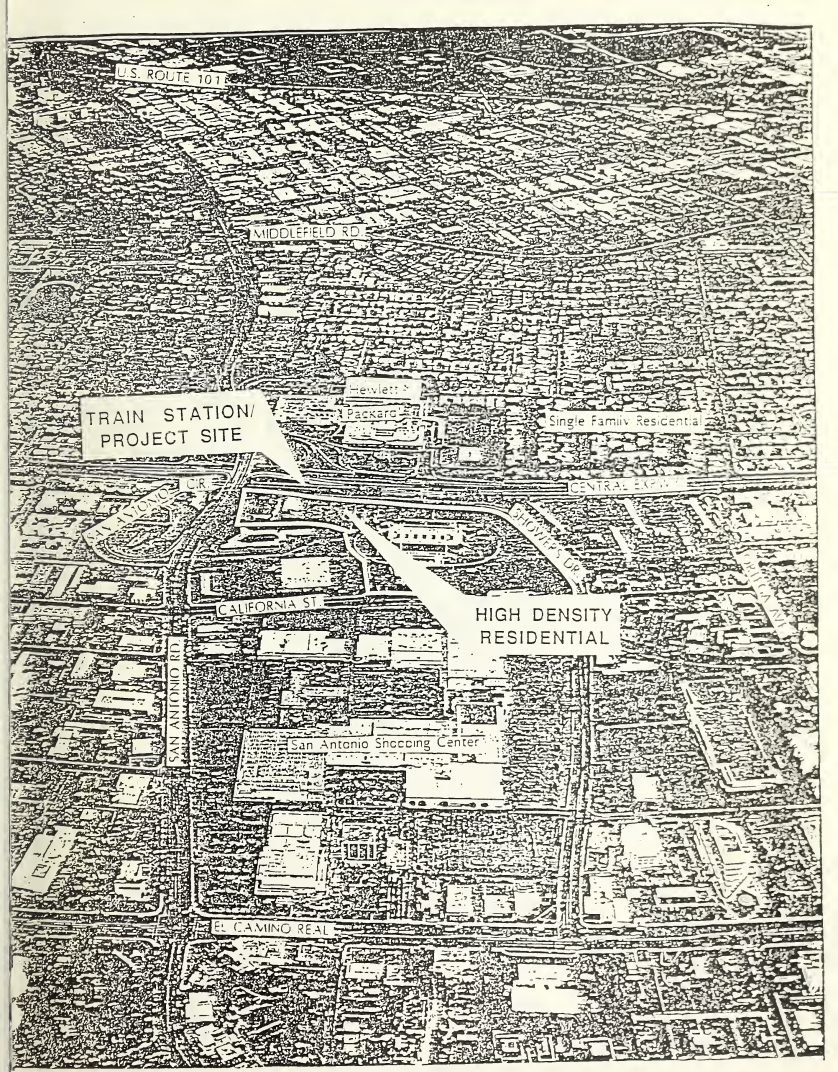
($000s)	FY 1991-92	FY 1992-93	FY 1993-94	FY 1994-95	TOTAL
Surface Transportation PE ROW CON			$152,200		$152,200
Congestion Mitigation/Air Quality PE ROW CON					
Local Funds (*Source:* _____) PE ROW CON			$37,800		$37,800
Other (_____) PE ROW CON					
TOTAL			$189,000		$189,000

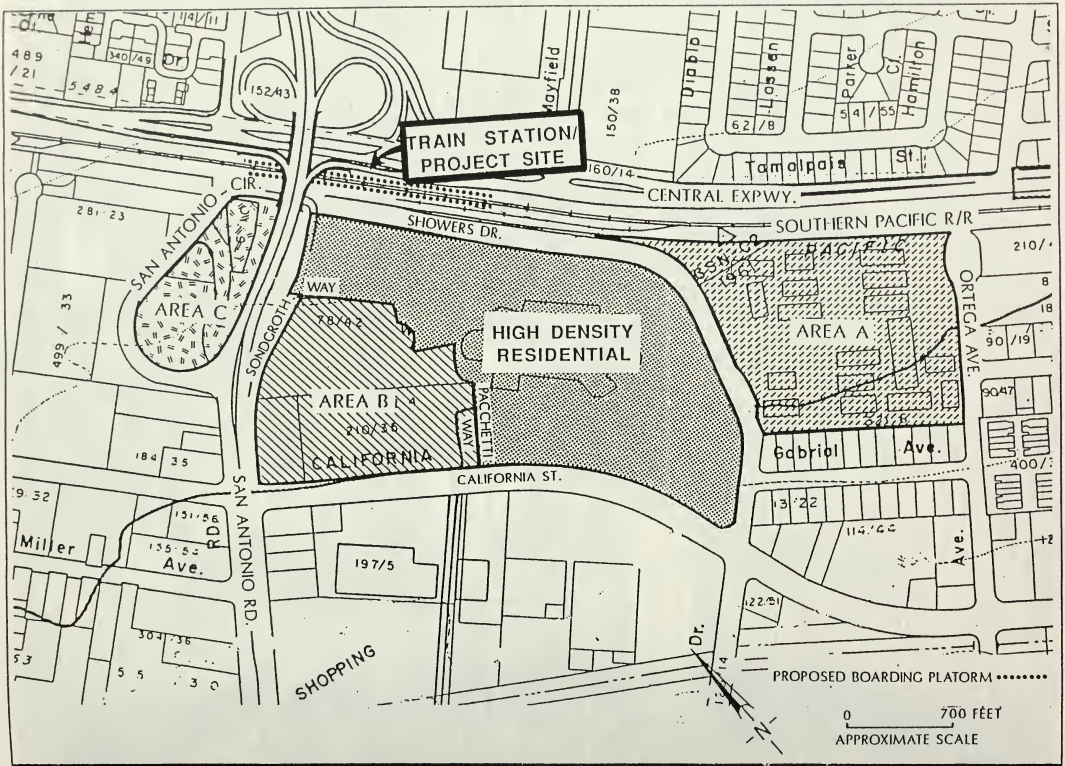
5% escalation factor

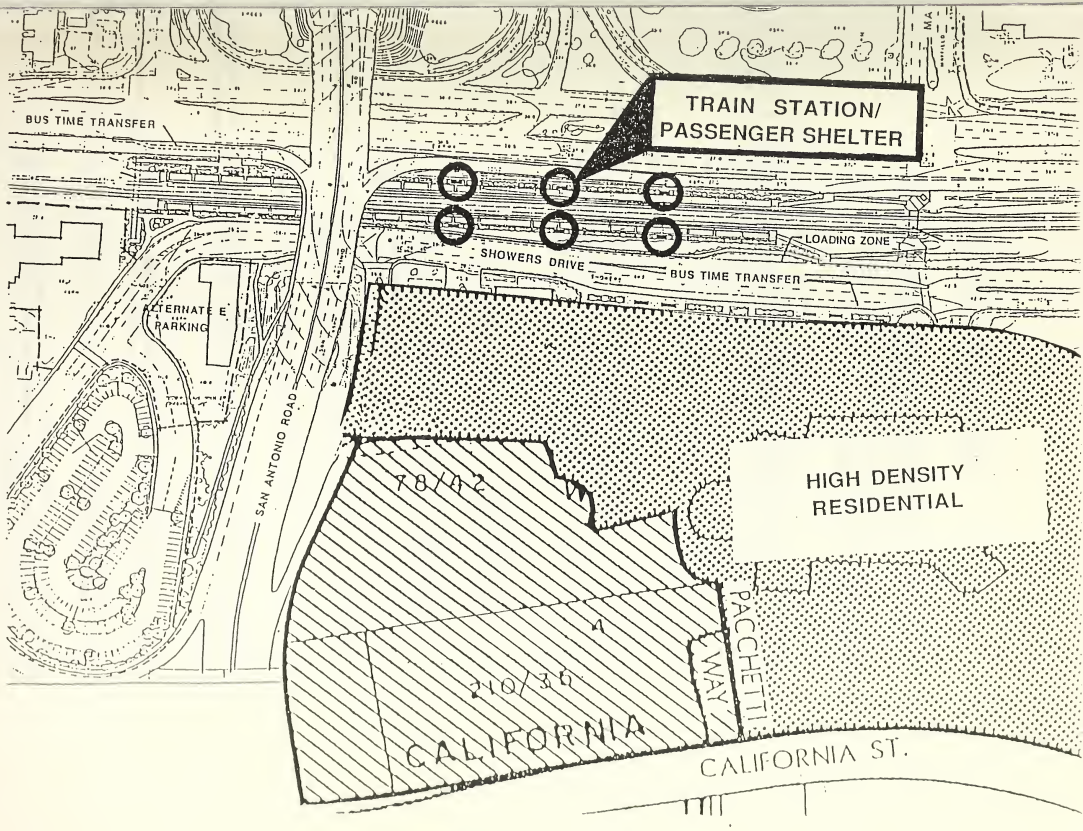
ADDITIONAL INFORMATION:



PROJECT VICINITY MAP


U.S. ROUTE 101
MIDDLEFIELD RD.
TRAIN STATION/
PROJECT SITE
Hewlett P
Packard
Single Family Residentia
CENTRAL EXPY
CALIFORNIA ST
HIGH DENSITY
RESIDENTIAL
SAN ANTONIO RD
San Antonio Shopping Center
EL CAMINO REAL


TRAIN STATION/
PROJECT SITE
CENTRAL EXPWY.
SOUTHERN PACIFIC R/R
SHOWERS DR.
HIGH DENSITY
RESIDENTIAL
AREA A
AREA B
AREA C
SAN ANTONIO CIR.
SONDCROTH WAY
BACCHETTI WAY
CALIFORNIA
CALIFORNIA ST.
ORTEGA AVE.
Gabriel Ave.
SAN ANTONIO RD.
Miller Ave.
SHOPPING
Tamalpais St.
Mayfield
Dr.
PROPOSED BOARDING PLATORM
0 700 FEET
APPROXIMATE SCALE
N


TRAIN STATION/
PASSENGER SHELTER
BUS TIME TRANSFER
LOADING ZONE
SHOWERS DRIVE
BUS TIME TRANSFER
ALTERNATE E
PARKING
SAN ANTONIO ROAD
78/02
HIGH DENSITY
RESIDENTIAL
210/36
CALIFORNIA
PACCHETTI WAY
CALIFORNIA ST.

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY____
of MTC's Transit Capital Priorities

1. OPERATOR: Santa Rosa CityBus

2. PROJECT NAME: East Santa Rosa Transit Station Feasibility Study

3. PROJECT DESCRIPTION: Study to identify and evaluate sites for a transit transfer station in east Santa Rosa; serves Santa Rosa CityBus and Sonoma County Transit.

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: 6-9 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $80,000 SOURCE: STP/CMAQ

7. PROPOSED LOCAL MATCH (20%): $20,000 SOURCE: STA/TDA

8. TOTAL PROJECT COST: $100,000

9. PRIOR UMTA FUNDING: Ø

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS: N/A

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. _____ Yes: SRTP Page Reference _____

N/A

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)
Study to be conducted by private sector under contract to the City.

c. Are there impediments affecting your ability to contract for the above named project?

__XX__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__XX__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

The study will explore potential sites for a transit transfer facility in east Santa Rosa east of Brookwood Avenue. Currently, Montgomery Village shopping center is utilized as a major transfer point for both Santa Rosa and Sonoma County Transit. The Transfer point for Santa Rosa is located on Sonoma Avenue. Four routes converge at this transfer point. Sonoma County Transit stops on Montgomery Drive, approximately one block away.

The bus stops are located within the travel lanes on Sonoma Avenue and Montgomery Drive. No bus turnouts are provided. In addition, pedestrian circulation between the inbound and outbound buses on Sonoma Avenue is difficult due to the need for passengers to traverse the busy Sonoma Avenue at a mid-block pedestrian crossing.

Development of a new transfer facility in east Santa Rosa will provide passengers with a more convenient and safe place to transfer between Santa Rosa and Sonoma County Transit and within the Santa Rosa system.

This study will evaluate sites in terms of costs for land acquisition (if any), necessary improvements, capacity of the site, and accessibility by both CityBus and Sonoma County Transit. The study does not include design of the facility.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: East Santa Rosa Transit Station Feasibility Study
Operator: Santa Rosa CityBus
Date: May 29, 1992

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4
TASK 1: Sign grant agreement	——			
TASK 2: Issue RFP and select consultant	———			
TASK 3: Conduct study		———		

EXPENDITURE PLAN (000S):	FY 92/93	FY 93/94	FY 94/95	FY 95/96
UMTA SEC.9				
UMTA SEC.3				
FAU/FAI				
OTHER FEDERAL				
STA/CMAQ	$80,000			
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL (specify: STA/TDA	$20,000			
TOTAL FUNDS	$100,000 0	0	0	0

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92/93
of MTC's Transit Capital Priorities

1. OPERATOR: Santa Rosa CityBus

2. PROJECT NAME: West Santa Rosa Transit Station Feasibility Study

3. PROJECT DESCRIPTION:
Study to identify and evaluate sites for transit transfer station west of Hwy. 101; serves Santa Rosa CityBus, Sonoma County Transit, and possibly Golden Gate Transit

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: 6-9 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $80,000 SOURCE: STP/CMAQ

7. PROPOSED LOCAL MATCH (20%): $20,000 SOURCE: STA/TDA

8. TOTAL PROJECT COST: $100,000

9. PRIOR UMTA FUNDING:

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: N/A
CEQA STATUS: N/A

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. _____ Yes: SRTP Page Reference _____

N/A

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)
Study to be conducted by private sector under contract to the City.

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____ —
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

This study will explore potential sites for one or more transit transfer facilities in west Santa Rosa in the area bounded by Hwy. 101, Northpoint Parkway, Stony Point Road/Marlow Road, and Guerneville Road.

The Coddingtown Regional Shopping Center is served by Santa Rosa CityBus (two routes) and Sonoma County Transit (two routes). The existing transfer facility accommodates only two buses at one time and is at capacity. Continued growth in this area of Santa Rosa will result in the need for additional use of this facility.

Currently all CityBus routes begin and end at the Transit Mall in downtown Santa Rosa. As the City has grown and bus patronage increased it has become increasingly difficult to maintain CityBus service focused on only one transfer point. The running time has increased to the point that the buses are frequently behind schedule. Travel patterns are changing with north-south trips becoming more frequent, so that having to travel downtown to make a transfer to complete a trip has become a disincentive to bus riders.

Development of one or more transfer facilities on the west side of Santa Rosa will enable CityBuses to provide more direct service between the rapidly growing residential areas and the employement and activity centers that have developed on the west side. It will relieve the capacity pressure at the downtown Transit Mall since all routes will not have to come downtown.

The transfer center will provide a more convenient connection for west side residents to and between CityBus and to Sonoma County Transit.

This study will identify possible sites for a transfer station. It will evaluate those sites in terms of costs for land acquisition (if any), necessary improvements, capacity of the site, and accessibility by both CityBus and Sonoma County Transit. The study does not include design of the facility.

include consideration of ADA.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: West Santa Rosa Transfer Station Feasibility Study
Operator: Santa Rosa CityBus
Date: May 29, 1992

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4
TASK 1: Sign grant agreement	X			
TASK 2: Issue RFP and select consultant	——	X		
TASK 3: Conduct study		—— X		

EXPENDITURE PLAN (000$):	FY 92/93	FY 93/94	FY 94/95	FY 95/96
UMTA SEC.9				
UMTA SEC.3				
FAU/FAI				
OTHER FEDERAL				
STP/CMAQ	$80,000			
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL (specify: STA/TDA	$20,000			
TOTAL FUNDS	$100,000 0	0	0	0

PROJECT JUSTIFICATION WORKSHEET
for Projects Submitted for FY 1992-93
of MTC's Transit Capital Priorities

1. Operator: CITY OF NAPA

2. Project Name: "CLEAN" buses for Napa Valley Transit

3. Project Description
Purchase 6 clean fuel buses for Napa Valley Transit

4. Project Class: Replacement, Reliability, Enhancement, Safety

5. SRTP Page Reference: NVT Implementation Pln TIP Page Reference: pending

6. Proposed Federal Funding: $1,115,100 SOURCE: ISTEA/CMAQ

7. Proposed Local Match: $144,900 SOURCE Prop. 116

8. Total Project Cost: $1,260,000

9. Prior FTA Funding: none

10. Environmental Document Type and Status:

NEPA: Exempt
CEQA: Exempt

11. Compliance with Private Sector Participation Requirements
(Please complete for annual element projects only)

a. Was the private sector involved in the development of this project as set forth in your adopted policy

___xx_No _____yes: SRTP Page Reference:_____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

___xx__ No _____ Yes: SRTP Page Reference:_____
(If yes, how were those proposals evaluated? Reference:_____)

c. Are there impediments affecting your ability to contract for the above named projects?

__xx___ No _____Yes: SRTP Page Reference:_____
(If yes, have you taken measures to address the impact of these impediments? Reference_____)

d. Have you received any formal complaints from the private sector regarding this project?

____xx__ No _____Yes: Reference:_____

"Clean" Buses for Napa Valley Transit

Napa Valley Transit was begun in 1991 as a demonstration project, providing intercity service connecting the cities of the Upper Valley with Napa, and the southern parts of the County, including access to medical facilities and major transfer points in Vallejo. Because of its nature as a demonstration project and the desire of local jurisdictions to begin service as quickly as possible, used buses have been purchased with local funds for this service.

Napa Valley Transit has proven to be successful in promoting commute alternatives for work and school trips. An on-board survey in March of 1992 revealed that nearly half of all riders are using the bus to go to work or school (primarily Napa Valley College). In addition, 32% of riders on the survey day had a car available for the trip. This shows that NVT has a good start in encouraging alternative travel for travellers throughout the Valley. In 1992, NVT will begin offering direct connections to the Vallejo Ferry terminal, thus providing another important regional link.

After the demonstration period, a permanent fleet will be needed, since buses now used on the service are between 10 and 12 years old, and have only a 30 passenger capacity. On some runs of the NVT, buses are at capacity, particularly at 5:00 pm when Napa Valley College classes are ending. A minimum of six buses will be needed to maintain current levels of service during the planning period covered by this capital program. Currently, five buses are used for regular service, one of which is a back-up. At the startup of Napa Valley Transit, four buses were in use, one of which was destroyed by fire. Two more used buses have been obtained, one of which will be used to extend service to the Vallejo ferry Terminal in August, 1992. The original service plan called for operating all four buses, with no back-up. However, because the system operates only one trunkline route, running over 40 miles from one end of the Napa Valley to the other, two backups are needed for reliable service -- One bus for back-up in Napa, and one for the back-up in Calistoga. This plan will also avoid long deadhead runs, since some segments of the route begin their day in Calistoga, and others in Napa. All buses will be rotated through regular service. The six clean-fuel buses will be used to fulfill the original service plan.

It is expected that "clean" vehicles utilizing alternative fuels will be required under federal and state air quality mandates. We will cooperate with regional efforts to find the best alternatives from an economic and environmental perspective. We also intend to equip the new buses (35 to 40 passenger capacity) with bicycle racks to encourage bike/bus trips. As required by ADA, all new buses will be fully accessible and equipped with voice enhancement equipment to facilitate calling out of major stops and transfer points.

The City of Napa's Section 9 funds will be fully programmed for capital replacement needs during the planning period. Other sources of funding will be needed for the capital needs of NVT, which includes rolling stock. It is the intent of the City and County to fully maximize all available resources for this purpose, while retaining any resources which may be used for operating expenses.

TOTAL COST: $1,260,000 all buses are for REPLACEMENT

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: NVT CLEAN BUSES
Operator: CITY OF NAPA
Date:

Initial Clearances Required: NONE
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 9 Q1 Q2 Q3 Q4
TASK 1: DEVELOP SPECS	———	•		
TASK 2: AWARD BIDS		———	•	
TASK 3: BUSES INTO SERVICE			X	

EXPENDITURE PLAN (000s):	FY 93	FY 94	FY 9	FY 9
UMTA SEC.9				
UMTA SEC.3				
FAU/FAI/CMAQ		1,008,000		
OTHER FEDERAL				
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
[illegible]				
STATE/LCL PRTNR				
OTHER STATE		252,000		
BRIDGE TOLLS				
STA (OP)				
STA (REC)				
LOCAL (specify:)				
TOTAL FUNDS	0	1,260,000	0	0

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For the Annual Element
of MTC's FY93 Transit Capital Priorities

1. OPERATOR: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2. PROJECT NAME: REPLACE ELECTRICAL CORROSION CONTROLS (R-ELEC.PJW)

3. PROJECT DESCRIPTION: Replace critical components of the Transbay Tube's cathodic protection system, which prevents corrosion of the steel outerskin.

4. PROJECT CLASS: 4 (Transit Way) and 21 (Safety)

5. SRTP PAGE REFERENCE: 1992 Financial Plan (p. 1) TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 2,080,000 SOURCE: STP

7. PROPOSED LOCAL MATCH: $ 520,000 SOURCE: Bridge Tolls

8. TOTAL PROJECT COST: $ 2,600,000

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: Cat. Exclusion: 23 CFR 771.117 (c)(18)
CEQA STATUS: Cat. Exempt: 15301 Existing Facilities Class I

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No _____ Yes

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No _____ Yes* *(will be competitively bid)*

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No _____ Yes

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No _____ Yes

12. ADDITIONAL PLANNING JUSTIFICATION:

This is an extraordinarily important replacement project because of its impact on passenger safety and maintenance of the single most expensive and critical asset of the District. As proposed, the project would rehabilitate the corrosion control systems on the Transbay tube and nearby structures. The tasks included are as follows:

1. the replacement of anode arrays on the tube's cathodic protection system;
2. repair of the BART maintained cathodic protection system on the San Francisco Ferry Building underpinning over the approach tunnels west of the tube;
3. addition of insulation to the track fasteners in these tunnels to reduce stray electrical current and its resultant corrosion;
4. inspection of the outer skin of the tube by engineering consultants.

Cathodic protection and stray current control are the only means of minimizing corrosion of the 3/8 inch steel outer skin of the Transbay tubes and its connecting structures. Cathodic protection current must be maintained to minimize corrosion, and the anode arrays through which current is applied must be replaced when they are corroded beyond usefulness. The BART tracks within the tube carry electrical propulsion current; therefore they must be insulated to prevent current from straying from the rails and corroding the rails and other metal in the path back to the substation. The insulation in the San Francisco approach tunnels has deteriorated and has resulted in additional electrical current leakage.

Without protection the tube will corrode and fail, resulting in unparalleled service disruptions and threats to passenger safety. There is considerable urgency to this project, in that it is known that approximately a third of the installed anodes have failed, resulting in an uncomfortably small margin of protection.

It must be noted that electrical current leakage will increase as BART's extensions program increases traffic within the Transbay tube. If the proposed improvements in insulation are not made, corrosion will accelerate and threaten the tube's expected life. This project will, therefore, permit BART to increase service without threatening the integrity the District's single most important structural asset.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: April 17, 1992

Project: Replace Electrical Corrosion Controls
Operator: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4
Install first set*	=======			
Develop Specification	==	===		
Bid/Award		====		
Delivery of second set*		===	===	
Install second set			==========	

*_NOTE:_ BART currently has ten anodes in storage available for installation. The balance of the arrays are yet to be acquired.

EXPENDITURE PLAN (000$):	FY 93	FY94	FY95	FY96
STP or NHS	748	372	960	
BRIDGE TOLLS	187	93	240	
TOTAL FUNDS	935	465	1,200	

PROJECT WORKSHEET

For Projects For FY 92/93

MTC Transit Capital Priorities

1. **OPERATOR:** CalTrain

2. **PROJECT NAME:** Ticket Vending Machines

3. **PROJECT DESCRIPTION:** Conversion to a self-service fare collection system.

4. **PROJECT CLASS:** Revenue Collection and Processing (12)

5. **SRTP PAGE REFERENCE:** 42 **TIP PAGE REFERENCE:**

6. **PROPOSED FEDERAL FUNDING:** $2,500,000 SCL (FY 93) **SOURCE:** STP
   $2,248,000 SM

7. **PROPOSED LOCAL MATCH (20%):** $1,187,000 (FY 93) **SOURCE:** 116 INTERCITY

8. **TOTAL PROJECT COST:** $5,935,000 (FY 93)

9. **PRIOR UMTA FUNDING:** CA-90-X036: $500,000
   UMTA SEC. 3: $4,514,164 (pending)

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS: 23 CFR 771.117(c)(19)
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):**

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    ___No. _X_Yes: SRTP Page Reference 42

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    ___No. __X__Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference ___)

    c. Are there impediments affecting your ability to contract for the above named project?

    _X_No. ___Yes: SRTP Page Reference

    (If yes, have you taken measures to address the impact of these impediments?)

d. Have you received any formal complaints from the private sector regarding this project?

_X_No. ___Yes: SRTP Page Reference
(If yes, how the complaints been addressed? Reference ____)

12. **ADDITIONAL PLANNING JUSTIFICATION**

Over two years ago, the JPB approved in concept the conversion of the PCS to a self-service fare collection system.

Under this system, tickets would be purchased from ticket vending machines at stations and randomly inspected by authorized personnel aboard trains. The need for ticket agents at stations and conductors would, therefore, be eliminated. Conductor personnel could be used, instead, to inspect tickets, on a random basis, for proper payment. Full implementation of a self-service fare collection system is expected to reduce operating costs by $2.1 million annually.

The ticket vending machines would include the following features: credit/debit card acceptance, magnetic encoding capabilities, data collection (including ridership and fare data), and security alarms and lighting. The machines will be capable of dispensing all tickets currently used by the PCS, as well as transfers/tickets to all connecting transit systems, allowing passengers to complete a multi-mode transit trip with one ticket. In addition, the existing monthly ticket with a Peninsula Pass will be issued as a magnetically encoded credit card-size ticket, compatible with Muni and BART (within San Francisco) fare gates. The machines will also include provisions for issuing magnetically encoded stored value tickets for future coordination with BART. This feature has important regional fare coordination implications.

Phase I of the project, which is currently underway, entails manufacture and installation of 11 ticket vending machines as a demonstration to test passenger acceptance and machine reliability. As part of the phase, three machines will be installed at the Tamien Station. Due to the requirement for early delivery (the Tamien Station will not be staffed), these machines will initially accept cash only and will not have magnetic coding capabilities. The credit/debit features will be added at a later date when the necessary banking arrangements are completed and the machines will be upgraded to magnetic coding when funds become available. The remaining eight (8) machines under this contract, which will be installed at select stations in all three counties, will be complete in Winter 1992.

Funding is currently programmed in FY 92/93 for Phase II of the project. It entails the acquisition of 55 additional machines, which will complete the installation of machines at 27 stations (a minimum of two machines will be installed at each station). SCCTD has programmed funds in FY 92/93 for acquisition of 11 machines for the Gilroy extension, two for each station and one spare machine. Stand alone validators will also be purchased with this funding and installed at stations to ensure passengers can quickly and conveniently validate their tickets before boarding trains.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
PROJECT: Ticket Vending Machines
Operator: CalTrain
Page: 4

Initial Clearances Required:

IMPLEMENTATION SCHEDULE	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4	FY 96/97 Q1 Q2 Q3 Q4
TASK 1: CONTRACT	X				
TASK 2: CONTRACT AWARD	X				
TASK 3: PRODUCTION	X X	X X			
TASK 4: INSTALLATION		X X			

D: Clearance and Approvals:

EXPENDITURE PLAN	FY 92/93	FY 93/94	FY 94/95	FY 95/96	FY 96/97
FTA SECTION 9	3,670,778				
FTA SECTION 3					
OTHER FED					
STATE TP & D					
ARTICLE XIX					
RAIL BONDS					
PCL BONDS	$917,695				
INTERCITY *					
STA*					
LOCAL FUNDS					
SOURCE:					
SALES TAX					
TOTAL FUNDS	$4,588,473				

' Proposition 108 Rail Bonds, State Intercity TCI and Amtrak contribution; subject to refinement.

'* Match provided in previous years

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for FY 1994
of MTC's Transit Capital Priorities

OPERATOR: Livermore/Amador Valley Transit Authority

PROJECT NAME: Seven (7) BART Feeder Buses

PROJECT DESCRIPTION: Purchase Seven (7) standard 40 foot buses and equipment with STP funds, of 15 buses total.

PROJECT CLASS: 1 New Revenue Vehicles

SRTP PAGE REFERENCE: 5-7, 6-4 TIP PAGE REFERENCE:

PROPOSED FEDERAL FUNDING: $3,472,872 SOURCE: Section 9 + STP
[$1,735,400 SOURCE: STP]
PROPOSED LOCAL MATCH (20%): $868,218 SOURCE: BT

TOTAL PROJECT COST: $4,341,090

PRIOR UMTA FUNDING:

ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c)(17)
CEQA STATUS: 14 Cal.Admin Code, Section 15301

COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy:

_____No. _____Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____No. _____Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference_____)

c. Are there impediments affecting your ability to contract for the above name project?:

_____No. _____Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the Private sector regarding this project?

_____No. _____Yes: SRTP Reference _____
(If yes, how have the complaints been addressed?
Reference _____)

2. ADDITIONAL PLANNING JUSTIFICATION

AVTA requires fifteen expansion buses to respond to two changes on the orizon: BART's rail extension to Dublin/Pleasanton, and local and egional congestion management measures.

verview of Project Need

urrent BART extension plans call for extending rail service to ublin/Pleasanton in 1995, with service beginning in early FY1996. his extension would include a station in East Dublin which is forecast o serve approximately 15,000 daily patrons.

AVTA feeder service to the new station is a key element in BART's perating plan. The forecast indicates that 16 percent of BART's atrons using this station would arrive by public transit, yielding a aily patronage projection of 2,400 riders. New feeder services on the AVTA system sill serve the majority of these riders.

AVTA currently operates key routes every 30 minutes during peak eriods, while BART trains will operate an average of every 15 minutes uring peak times. As BART expands service into the Amador Valley, one f LAVTA's key roles will be to provide compatible feeder service to nd from BART trains. This goal is also consistent with the Alameda ounty Congestion Management Plan, as well as local Transportation ystems Management ordinances, and the goals of the California Clean ir Act.

t a minimum, LAVTA will be required to increase bus service frequency o BART stations during peak periods to 15 minutes along selected outes in Dublin and Pleasanton, and on the intercity service offered y Line 10.

n addition to increases in weekday frequencies, Saturday and Sunday atronage is expected to increase by as much as 25%. Sunday service ould be expanded to present Saturday service levels to meet this ncreased demand, and Saturday frequencies will also be increased to eet BART schedules.

rom LAVTA SRTP page 5-7

assenger Benefits

his project will increase LAVTA's fleet from 34 buses to 49 buses, a 4% increase in service capacity. Additionally, it will greatly ncrease passenger convenience by creating frequent direct service to nd from the BART stations and major employment/shopping centers. This ill allow people coming into the valley direct access to their jobs

id offer further incentive to take public transportation.

gional Goals

is project enhances regional goals by significantly relieving auto
ngestion on major transportation thoroughfares in LAVTA's service
ea. For example, the BART Draft Environmental Impact Report for the
blin/Pleasanton Extension, states that local intersections will not
ach unacceptable congestion levels based on the assumption that LAVTA
ll offer the feeder service described above. If buses are not
ailable for this service, congestion in the valley will probably
ach unacceptable levels.

ditionally, this project improves interoperator coordination between
RT, CCTA and LAVTA. The new BART station will provide a perfect
portunity to create a transit hub among the three operators.
wever, for this hub to be effective, LAVTA must be able to offer the
propriate level of service into and out of the station.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Fifteen Feeder Buses to BART
Operator: LAVTA
Date: 24-Apr-92

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 94 Q1	Q2	Q3	Q4	FY 95 Q1	Q2	Q3	Q4	FY 96 Q1	Q2	Q3	Q4
TASK 1: Develop specs & Go out for bid			X	X								
TASK 2: Award Contract					X							
TASK 3: Take Delivery								X				

EXPENDITURE PLAN (000$):	FY 94	FY 95	FY 96
UMTA SEC.9			
UMTA SEC.3			
FAU/FAI			
OTHER FEDERAL		3,472,872 (current STP request of $1,736,400)	
STATE TP&D			
ARTICLE XIX			
PROP 108 BONDS			
PROP 116 BONDS			
FCR			
STATE/LCL PRTNR			
OTHER STATE			
BRIDGE TOLLS		$868,218	
STA (OP)			
STA (REG)			
LOCAL (specify:)			
TOTAL FUNDS	0	4,341,090	0

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

This project will rehabilitate up to nine of Santa Rosa's twelve-year-old buses. The rehabilitation will include new clean-fuel, low-emission drive trains which comply with the Clean Air requirements; addition of one wheelchair tie-down to comply with ADA requirements of two tie-downs; replacement of floors and other minor body work. This will extend the lives of the buses at least six years.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Bus Rehabilitation
Operator: City of Santa Rosa
Date: August 21, 1992

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4
TASK 1: Execute Grant Contract	X			
TASK 2: Prepare bid specs and issue	———			
TASK 3: Bid evaluation and award		—X		
TASK 4: Rehabilitation work		———	X	

EXPENDITURE PLAN (000S):	FY 9	FY 9	FY 9	FY 9
UMTA SEC.9				
UMTA SEC.3				
FAU/FAI				
OTHER FEDERAL (STP/CMAQ)		800,000		
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL (specify: TDA)		200,000		
TOTAL FUNDS	0	1,000,000 0	0	0